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No. 1 JUNE 1954

The Official Newspaper of the Portsmouth Command

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H.M.S. ALBION—NEW CARRIER JOINS THE FLEET

Latest Improvements in Messing and Accommodation

H.M.S. ALBION is an aircraft carrier of the Hermes class and the sixth ship in the Royal Navy to bear this name. She was commissioned at Wallsend-on-Tyne on May 24, 1954, under the command of Capt. G. H. Beale, D.S.O., O.B.E., and is on a General Service Commission.

The ship has been built by Messrs. Swan, Hunter & Wigham Richardson Ltd., at Wallsend-on-Tyne. The keel was laid down in 1944 but after the end of the war the work of building was slowed down and it was not until May 6, 1947, that H.M.S. Albion was launched by Mrs. Attlee. In 1949, however, as a result of the outbreak of the war in Korea, work was started again at full pressure and continued until the ship was finished.

Aircraft arrangements

The primary function of an aircraft carrier, of course, is the operation of aircraft. With the rapid development of jet aircraft and their introduction into the Service it became essential to design a ship with a landing area which would be clear forward and have no safety barriers. The flight deck of H.M.S. Albion was therefore angled 5½ degrees to port. There are six arrestor wires spaced equally along the line of the angled deck. If an aircraft fails to hook a wire on landing it can immediately, and without difficulty, take off again. This was not so in the case of earlier deck-landing arrangements when, if an aircraft missed the wires, it usually crashed into the safety barrier, sometimes causing a serious accident, the risk of which was increased in the case of jet aircraft.

Two aircraft lifts are provided, each of which is capable of rapidly raising a heavy aircraft to flight-deck level.

Two hydraulic catapults are fitted in

H.M.S. Albion, each of which is capable of launching a heavy aircraft.

The catapult, of course, provides a rapid method of getting aircraft airborne without the necessity of turning the ship exactly into the wind. It is also ideally suited for operating high-performance jet aircraft, whose acceleration at low altitudes is such that a high wind speed along the deck is essential for take-off.

Domestic equipment

The very latest domestic equipment has been fitted in the galleys, serveries, etc., and an up-to-date laundry should provide a first-class service.

Living accommodation

The main feature of the living accommodation is the provision of bunks on the mess decks. These bunks with their special mattresses, are more comfortable and hygienic than hammocks.

The maximum capacity of the living accommodation is 1,650 but the number of officers and men borne under the present peace-time complement is about 1,250. This means that the ship's company is more comfortably accommodated, as extra space has been made available by the temporary removal of the spare bunks. All mess decks are lit by fluorescent lighting.

Office accommodation in H.M.S. Albion is generally good. All offices have fluorescent lighting and are well fitted out. Most of the important offices in the ship are concentrated in the Office Flat, thus greatly easing the problem of internal distribution of correspondence, etc.

Messing

All meals are taken in the two dining halls and not on the mess decks. These

dining halls are run on the cafeteria system and, with the modern galley and serving equipment in use, should ensure good, hot meals, freshly cooked food, standard portions and less wastage. Breakfast rolls and all types of pies can be made in the modern bakery.

It will not be necessary for ratings to have knives, forks, spoons, etc., on loan. All these items will be provided in the dining halls.

That all-important beverage, "Stand Easy Tea" is provided by the Supply Officer and is collected in tea kettles by one man from each mess; milk and sugar have to be obtained on repayment and are kept in the mess. This tea is drunk in the ratings' own messes. Every man has his enamel mug which can be washed up on the mess deck (running hot and cold water is provided).

Mess decks

Although the mess decks have the appearance of dormitories and meals are taken in dining halls, an attempt has been made to retain the traditional idea of the small mess where a man can get to know his mess mates well. This has been done by dividing the large mess decks into small messes of not more than 30 men.

Adoption

Albion is the ancient name of England and is derived from a Latin word (albus) which describes the colour of the cliffs at the south-eastern corner of the country. It is therefore very appropriate that H.M.S. Albion has been adopted by the historic Confederation of the Cinque Ports (Dover, Hastings, Sandwich, Romney and Hythe) and the ancient towns of Winchelsea and Rye.

H.M.S. Albion on full-power trial

This is a **Special ROYAL TOURNAMENT Number** Articles and Photographs appear on the centre page: "NAVY NEWS" takes this opportunity of wishing **Portsmouth Gun Crew every success at Earl's Court**



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PORTSMOUTH Navy News

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Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 74571 (Ext. 2913)

Message from the Commander-in-Chief

AS COMMANDER-IN-CHIEF of the Portsmouth Command, I am glad to have the opportunity to say a word for the first issue of the Portsmouth NAVY NEWS. I am quite confident that this project is about to fill a long-felt want and will provide a means of producing a lot of news interest for the sailor, the Royal Marine, officer and man, pensioner or retired, and for the families and friends of all of them. The newspaper sets out with the avowed object not to make record sales, not to make capital or to put over propaganda, but with the simple approach which recognises that we all in the Navy depend upon each other, and in that spirit to give the best value and benefit to the largest number of readers. Its editorial staff are honorary and imbued with faith in the need for this publication.

When you join the Navy you join a community which has its own language and customs, its own regulations, its own teams, its own pride, and its own rules. No one can understand a sailor like another, nor can anyone else help so well. In the ship or in the boat, in the football team or on a foreign commission, we all depend upon each other. It is my belief that that attitude and atmosphere is essential to produce good results.

I can bring to mind many occasions when achievement has been made possible only because of the happy ship which is produced by this communal life and thought.

I wish NAVY NEWS every success and a long life.

J. H. EDELSTEN,
Admiral.

EDITORIAL

IT IS appropriate that this, the first issue of The Portsmouth NAVY NEWS, should be published on the anniversary of the "Glorious First of June."

Judging by the enthusiasm which has greeted the project, the paper should have an assured success. Thousands of copies have been ordered and we are confident that the whole issue will be sold out.

We have received enough articles to fill a newspaper twice the size. Our regrets have been sent to those whose contributions do not appear in this issue; we shall endeavour to publish them next month.

We are grateful to those firms who, by advertising in a paper which they have not seen, have made possible this publication. We are confident that their faith in us will be justified.

The Portsmouth NAVY NEWS aims to bring to its readers not only the news of the Navy and of the Command but a variety of subjects of general interest. As far as possible we have endeavoured to fulfil that object in this issue, but priority has been given to an important article on drafting, and to the Royal Tournament. Next month the range of subjects will be widened to include sport, motoring and correspondence.

This is your newspaper, and we welcome articles, sketches, photographs and any helpful suggestions that you have to offer.

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The Glorious First of June

WE MAY well associate in our minds the Glorious First of June with a warm summer day rather than with the anniversary of a great naval battle. The year was 1794, the enemy France, in the first great naval battle of the War of the French Revolution, which ended 11 years later at Trafalgar.

Earl Howe was the great Admiral who led the British Fleet to victory. "Black Dick" they called their beloved if grim, commander, who, by the way, had been First Lord of the Admiralty, and had retired, but at the age of 64 assumed command of the Channel Fleet in an emergency.

His flagship was H.M.S. Queen Charlotte, which subsequently became H.M.S. Excellent. Her figure-head still adorns the island.

The Army traditionally fought afloat in those days, and it was the Queen's Regiment which was embarked in H.M.S. Queen Charlotte and

fought in her during the battle. The link between H.M.S. Howe, when she was in commission, H.M.S. Excellent and the Queen's Regiment was always a strong one. Now officers of Whale Island and the Queen's traditionally dine together to mark the day, and all ranks of the regiment visit "Whaley" for a cricket match and other celebrations.

What Trafalgar Day is to H.M.S. Victory, so the Glorious First of June was to H.M.S. Howe when in commission. Let us give that great ship a thought now as she lies cocooned in a Scottish loch. The author well remembers Princess Alice, Countess of Athlone, who launched H.M.S. Howe, being entertained on board on such an anniversary, and the day was marked by such items in the General Mess menu as Victory Soup and Queen Charlotte Russe; of course, we also gave them French beans.

NAVAL CLUBS . . . I

The Portsmouth Royal Sailors' Home Club Queen Street, Portsmouth, Hants



The Cafeteria

THIS CLUB was first established in 1851 and was known as the Royal Sailors' Home. It was built and enlarged by public subscription and donations from various sources, and was run as a "charitable institution" for the benefit of ratings of the Royal and Merchant Navies.

The club was destroyed by enemy action in 1941. In 1945 a meeting of representatives from each ship and establishment of the Portsmouth Command unanimously decided to rebuild the club.

With the money from the War Damage Commission, plus donations from several sources, it was possible to commence building in 1948, but funds were only sufficient to complete the basement, ground floor and first floors. This section was opened by Admiral of the Fleet Sir Algernon U. Willis, G.C.B., G.B.E., D.S.O.

The new club is open day and night. At the entrance is the hall porter's office where beds may be booked and enquiries dealt with by the hall porter.

The first impression is of space, as beyond the hall, itself unusually large, is the central circular vestibule which is roofed with a glass inlaid dome and paved with marble set in the design of a compass. On the left of the hall is the men's lounge with two billiard tables. Opposite is the guest lounge, where members may entertain their guests. To the right of the vestibule is the bar which is a free house. The dining hall has a seating capacity of 300 and the service and cuisine are exceptionally good. Monthly dances are held in this room and are proving very popular. One of the most useful amenities is the hairdressing saloon—there is every possible aid to comfort and hygiene, and expert service is given. The bookstall is also widely used and provides an extensive range of stationery and greetings cards, tobacco, cigarettes and confectionery. A coach-hiring agency for week-end leave coaches is run from the bookstall. Messrs. Bernards, naval tailors, have a shop on the premises where every article of Service and civilian clothing is stocked.

The other amenities are as follows: Twenty-seven cabins fitted with wardrobe, interior-sprung bed, chest of drawers, chair and wash basin with hot and cold water, 3s. 6d. per night. One hundred dormitory beds in an air-conditioned dormitory, 2s. per

night. Fifty camp beds for use when all other accommodation is full, with blanket, 1s. 9d. per night. Baths and showers. Pressing and changing room.

The government and management of the club is vested in a committee of officers and ratings of ships and establishments of the Portsmouth Command; it is, in fact, owned and run by the Navy.

The committee cordially invite all ratings and ranks to visit the club when they are next in Portsmouth. This is the rating's own club and it offers every amenity and comfort; good beds, good food, good drink, at charges within the means of the Service man, and every effort is made to provide the personal attention which means so much.

The club is situated in Queen Street, near the dockyard gates, Gosport ferry, landing slips for boats from ships at Spithead and in the harbour, and bus services to all parts of the city.

The committee wishes to emphasise that the club is dependent upon the support of the ratings and ranks of the Royal Navy, and Royal Marines, not only of the Portsmouth Command and Portsmouth-manned ships, but also those of other commands and ships visiting the port.

Such profit as accrues from the business of the club (except for a certain sum allocated for charitable purposes on behalf of serving and ex-serving personnel) are devoted to adding still further to the amenities and comforts for its members.

Membership

All chief and petty officers, non-commissioned officers and men of the Royal Navy, Royal Marines, and ratings of the W.R.N.S., N.A.A.F.I. personnel (serving afloat) and V.A.D.s. serving in Royal Naval Hospitals or belonging to a ship or establishment paying an annual subscription.

Strenuous efforts are being made to complete the building, and appeals have been made to naval trusts and funds and to welfare committees.

Her Majesty Queen Elizabeth II has kindly consented to become Patron of the club.

Welfare committees are particularly requested to visit and inspect the club. Further information can be obtained from the secretary-manager, telephone Portsmouth 70281-2.

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Navy in Parliament

Question Time in the House of Commons

THE PARLIAMENTARY Secretary of the Admiralty gave the following answer to a question about the time air mail took to reach naval personnel based in Japan and to ships at sea in the area.

"Air mail takes six days, on the average, to reach Tokyo. The further period required to get it to naval personnel depends on whether they are serving ashore in Japan, or in ships, maybe either at Japanese ports or at sea. The time taken to get mail to the ships at sea of course varies, but every opportunity is taken to send mail by ships going to the area where the other ships are at sea. Great trouble is taken about it. If the hon. Member has any case in mind, I should be glad if he would let me know. When I was out in Korean waters in August people seemed very pleased with the air mail arrangements."

On being asked whether a fortnight or three weeks would be considered an abnormal length of time for letters to take to reach a man, the Parliamentary Secretary replied that he would say a fortnight would be an extreme case.

The Parliamentary Secretary gave the following answer to a question about the number of occasions on which Royal Navy helicopters have been used for transportation purposes to or from built-up areas near the centre of London; and what safety precautions are required to be observed.

"On seven occasions since October, 1952. The aircraft observes the precautions laid down by my right hon. Friend the Minister of Transport and Civil Aviation for a civil helicopter and, when in flight, follows the line of

the river to the maximum practicable."

On being further asked whether he felt that any unreasonable risks were taken when a helicopter landed in the region of Green Park and, if not, would he have a word with his right hon. Friend and, from the experience gained by single-engined helicopters of the Royal Navy, indicate to him that the fears about the unreliability of helicopters does not appear to be as great as he seems to think, the Parliamentary Secretary said "I do not think that helicopters are unreliable. I will certainly bear in mind the points which the hon. Gentleman has raised."

EDITOR'S NOTE.—We of the Royal Naval Barracks, Portsmouth, can endorse the capabilities of naval helicopters from experiences in recent months on the Barracks parade ground.

The First Lord of the Admiralty gave the following answer to a question about how many ratings have applied for discharge by purchase as a result of the recent concessions and how many have since been granted their discharge.

"Forty-two applications under the revised orders have been received. I should point out that it will not be possible to approve the first applications immediately; it has been made clear to the Fleet that we must give time for applications to come in from the whole Fleet in order that they may be put in a fair order of priority. Compassionate cases continue, of course, to be dealt with immediately as before, and 61 ratings have been granted compassionate discharge during the period under review."

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DRAFTING

THE PUBLICATION of the first number of this newspaper and the introduction of the General Service Commission Scheme provide a suitable opportunity for an article on drafting in general. It is hoped to produce further articles in subsequent numbers, dealing with particular subjects, such as Port Division advancement, and to reply to any queries that may be raised in the correspondence columns. Such queries should be general, since this is a newspaper and not a suitable medium for statements or complaints by people about their own drafting or advancement history; these are matters which should be raised through Divisional Officers.

General principles

Before going into details there are certain general principles to be explained.

Firstly, the Admiralty is responsible for deciding which ships and establishments should be manned by which port divisions and for allocating to each depot the number of men of every branch required for the purpose. The Admiralty also plan the rate of recruitment and issue schemes of complement showing the number of men allowed to each ship. In the Drafting Office at Portsmouth we thus know what ships we have to man and how many men we have to man them with; it is from this point that drafting really starts.

Selections for draft are made from the drafting rosters. For each man there is a small yellow drafting card. The cards of men abroad are stowed in boxes under the names of ships and establishments. The cards of men based ashore in the United Kingdom are stowed in separate boxes for each rate of each branch, in roster-date order; these are the cards that form the drafting rosters proper. The roster date, written on the card, is based upon the date of the man's last return from abroad or, if he has not yet been abroad, upon the date on which he completed his training.

In any roster the man with the earliest roster date will be the one to go abroad next. Altogether we have 220 rosters in the Portsmouth Drafting Office, but any one man is only in one of them: a petty officer writer will be found in the petty officer writers' roster; a leading seaman (Q.R.3) in the leading seamen (Q.R.3) roster; and an able seaman (Q.R.3) in the roster of able seamen (Q.R.3). Hence it is important that when a man compares his drafting history with that of another man he should choose someone who holds exactly the same rate as himself; the comparison will not otherwise be fair, since the number of complement billets, in each of the different types of service, varies for every branch. When a man is advanced his card is placed in his new roster, but he retains the same roster date.

The rules for drafting are laid down by the Admiralty in a book called the Drafting Regulations, and there is a copy of this book in almost every ship and establishment. This book ensures that all depots work to the same rules.

When we draft men we do not normally see their Service papers. They are drafted strictly in accordance with their position in their own roster, and we do not take into account a man's character, efficiency or conduct assessments.

Drafting authorities

The Drafting Authorities are the Commodores of the Royal Naval Barracks at Portsmouth, Devonport and Chatham, and the Commodore, Royal Naval Barracks, Lee-on-Solent, for Fleet Air Arm ratings. There are separate drafting authorities for ratings serving in submarines, for Royal Marines and for the W.R.N.S.

The old scheme

It will perhaps be easier to get a clear idea of the General Service Commission scheme if a brief description is first given of the old scheme. It must be emphasised that drafting under the new scheme will be done on exactly the same principles as before; the changes are only those which are needed to cater for the shorter period of foreign service and to reduce, in seagoing ships at any rate, the large number of drafting changes which have been an unavoidable feature of life in the Navy since the war.

In the past the three types of service were foreign service, home sea service and port service, each carrying a different scale of leave. Foreign service consisted of service outside the United Kingdom, ashore and afloat; and port service of service ashore in the United Kingdom, including service in the Divisions of the Reserve Fleet. Home sea service was service in the Home Fleet, local squadrons, certain other ships based permanently in the United Kingdom waters and included ships of the Home Fleet detached temporarily for a limited period to foreign waters.

For each man the order of events was: Foreign service, port service,

home sea service, port service and then foreign service again. A New Draft was sent to sea either to home sea service or foreign service, as soon as possible after completion of his training; and once so drafted he had entered the cycle described and began to follow it round. On his return from foreign service a man's drafting card, marked with the new roster date (the date of his return), was placed at the bottom of his roster, and after his foreign service leave he was drafted to a port service billet. His card automatically rose up the roster as other men, holding the same rate, followed him back from foreign or went off to foreign from the top of the roster. Before his card reached the top, usually when it was somewhere near the middle, he was drafted to home sea service. During the time he was in home sea service the roster date on his card was so adjusted that the card stood still in the roster, marking time. At the end of his home sea service the man was drafted back to port service, his card began to move again and, in due course, off he went back to foreign service.

In the past the normal length of a foreign service commission was two and a half years, and the normal spell in home sea service varied, depending upon branch, between about 15 months and two years. The period in port service also varied considerably, depending upon the man's branch and the drafting situation at the time.

General Service Commission Scheme

The two main effects of the introduction of the General Service Commission scheme are firstly, that the longest period abroad for all unmarried men and those married men whose wives are not with them on the station, will be reduced from two and a half years to 18 months; and secondly, that most seagoing ships will no longer be in running commission. Instead, the ship's company will all recommission the ship on the same day for a fixed commission, during which the number of drafting changes will be as few as possible; and on paying off, the ship's company will all leave the ship at the same time (except for approved volunteers who may wish to stay on for another commission).

The old classification of foreign service will be split into two parts—foreign service and general service. These, together, will be called overseas service, and that will be the service to which men are drafted from the top of the roster.

The new foreign service will consist only of ships on the Far East Station and in the Persian Gulf, all shore establishments abroad and certain ships based permanently abroad, e.g., Ranpara and the mine sweepers in the Mediterranean. Seagoing ships on the Far East Station—e.g., Newcastle—and in the Persian Gulf, will in future do an 18 months' commission. They will normally pay off and recommission abroad. As at present their ships' companies will not be entitled to family passages. The shore establishments and depot ships abroad will be in running commission, but no one will do more than 18 months' foreign service unless he is a volunteer or is accompanied by his family, in which case he may be required to serve two and a half years.

Most of the other ships now on foreign service and also the Home Fleet (except the Home Fleet Flagship) will be transferred to what is going to be known as general service. This will be service in operational carriers, cruisers, Darings, destroyers and frigates serving in the Home Fleet, Mediterranean, America and West Indies, East Indies and South Atlantic stations. These ships, like those on foreign service, will do a fixed commission of 18 months and will serve partly at home and partly on any station except the Far East. It is the intention that in an 18 months' commission not more than 12 months should be served away from the United Kingdom. Aircraft carriers, however, will be in commission for two years, in any one year of which it is the intention that not more than eight months should be served away from the United Kingdom. Ships on general service will recommission at home. As these ships may be required to move from one station to another with little warning,

their ships' companies will not be entitled to family passages.

Leave

Foreign service leave will remain at the present rate of 24 days per year, and foreign service drafting leave will remain at 14 days. For ships on general service the new leave scale of three days per month (54 days for an 18 months' commission) will be introduced. Some of this leave will normally be taken before, some during and some after the commission.

Port service and home sea service

Port service will remain much as at present, but added to it will be certain ships, hitherto home sea service, that are based on their home ports, e.g., the Portsmouth local squadron. The new home sea service will, in fact, be confined to ships not normally based on Portsmouth, such as Maidstone, and the Londonderry and Portland squadrons. Because of this and because most of the Home Fleet has become general service, the billets classified as home sea service will be much fewer.

Drafting under the new scheme

Drafting rosters will be kept as at present and when a man reaches the top of his roster he will be drafted overseas, either to foreign service or to general service.

The billets in general service are roughly twice as many as those in foreign service, and a man can expect, as a very general rule, to receive two drafts to general service for every one draft he receives to foreign service. In some branches, however, the proportion may be nearer three drafts to general service for every two to foreign service.

When a man returns from foreign service his card will be placed at the bottom of the roster as at present; when he returns from general service his card will be given a date which will place it a short way up the roster from the bottom. This differentiation allows for the fact that the man on general service will have done six months of his 18 months' commission at home, whereas the man on foreign service will have done all his 18 months' commission abroad.

Owing to the reduction in the number of home sea service billets not everyone will now be required to serve in home sea service during the time his card is in the roster. If he does serve in home sea service the date on his card will be adjusted in much the same way as before, except that he will now move up the roster at half-speed instead of marking time in it. The average time spent in United Kingdom-based service between the shorter overseas commissions is itself, of course, shorter; and handicaps must vary in relation to the length of the race. If a man is not required for home-service he will remain in port service until his card again reaches the top of the roster.

Starting from June 1, 1954, it will be about 18 months before every man in the Port Division is in the new scheme. As men come home from abroad their roster dates will be calculated under the new rules and from that moment they will be in the scheme. This applies to the old ships' companies of Glasgow and Saintes, and for all ships which pay off subsequently. All men who commission a ship for an 18 months' commission, whether on foreign service or on general service—for example the new ships' companies of Glasgow and Saintes—can also consider themselves in the new scheme although, of course, their roster dates will not be worked out again until they finally pay off their ships. Other men, for example those returning independently from shore establishments abroad, will be brought into the new scheme from the date of their arrival in the United Kingdom. Married men who are accompanied by their families will, in general, continue to serve two and a half years abroad, but the length of foreign service for all others is now being progressively reduced until it reaches a maximum of 18 months by the end of next year.

It will be asked what the snags are in the new scheme—perhaps some will be found as we get more experience of working the scheme and it is of course possible that some of the new rules may be modified in order to keep things fair for all. Owing to the reduced strength of foreign service it is inevitable that the turns of men for foreign service and general service will come round more frequently than they have in the past: there can be no question under present-day conditions of reducing the Navy's commitments overseas. Men should in future get a greater variety of service and periods of separation from their families will be less.

In the past it has been extremely difficult to send National Service men abroad during their two years' service, but with the shortening of commissions

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it is expected that many National Service men will now be able to do a commission abroad. While at home men will, so far as possible, remain in the same billet and will thus be able to make full use of the married quarters scheme as that comes into being; unfortunately there are still a number of billets in which men are required temporarily, for example trials crews and specialist courses.

There will be some reduction in the number of billets abroad where men can be accompanied by their families. It will be the job of the Drafting Office to try and allocate these fairly over a period of time, and for this reason it is not intended that requests for extension of service in these billets over and above two and a half years should normally be approved if there is already a waiting list of volunteers to go to them.

Volunteers for foreign service or general service

If men wish to volunteer for foreign service or general service they should do so in plenty of time. In the Drafting

Office we have to look well ahead. For instance, for Glasgow, Saintes, Albion, Chevron, Newcastle and Modeste, all of which ships are commissioning between the middle of May and the beginning of July, it was necessary to complete the detailing of the new ships' companies by the end of April at the latest (in many cases much earlier), so that, for one thing, people could be given due warning of their futures.

Men are not usually sent abroad if they have less than one year of their present engagement to run; on the other hand, if any such man wishes to have a final commission abroad at the expense of a few months' extra service, there is no objection to his volunteering provided he signs an agreement (Form S.266) to serve in the ship for the whole period of her new 18 months' commission.

As the conditions of service have altered with the introduction of the General Service Commission scheme, men who previously volunteered for foreign service should put in their

Continued on page 4

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applications again. This is most important.

There is no objection to volunteering for particular stations or for particular ships, but the narrower his choice the less likely, of course, that a volunteer will get what he wants.

When a ship on foreign service or general service pays off a man may volunteer for another commission, but he will not normally be allowed to complete more than two consecutive commissions in the same ship.

If a man volunteers for foreign service or general service he is only noted as a volunteer until his next draft there. If he wants more time abroad he must volunteer again.

Men may volunteer for particular billets in home sea service or in port service, but it is usually possible to accept them only if they are due for that type of service; it is obvious that a man due for overseas service cannot be accepted for a port service or home sea service billet. The next-of-kin addresses of men are taken into consideration when considering their next drafts to port service, and it is therefore most important that these addresses should be up to date. A man with a wife in Portsmouth may find himself at Arbroath if his card still shows "Father, Glasgow." Of course frequently it is not possible to draft men near their homes; for instance there are not many billets near Newcastle or Liverpool, or in inland towns for men who may live there.

If a man re-engages he keeps his original position in his roster; if he is due to go abroad he will be drafted; if he is not he will take his normal turn. It quite often happens that a man who has left re-engagement until the last moment is overdue for service abroad; he has only remained in this country because there was not time to send him abroad.

Commissioning programme

The Portsmouth Depot is commissioning the following ships between the middle of May and the beginning of July: Newcastle and Modeste, foreign service on the Far East Station; Albion, Glasgow, Saintes and Chevron, general service.

The ships' companies of the above ships have all been detailed. On this occasion Newcastle, although serving on the Far East Station, is recommissioning at Portsmouth.

The future commissioning programme under the new scheme has not yet been finally arranged; it is hoped to give more details next month.

Notice for drafts

We always try to give a man six weeks' notice of a draft to foreign or general service, and at least two weeks' notice of a draft to home sea service or of a move in port service. This is not always possible because of operational commitments and because other men may suddenly go sick or have to be relieved for other reasons.

This points brings up the whole

question of the "fall over"—the man who cannot take his draft for medical or compassionate reasons. It is not pleasant to go sick and it is even less so to suffer one of those domestic upheavals which may occur to everyone at times, and which may necessitate a man's continued presence near his home. Equally, it is most unpleasant to be drafted at short notice to some distant ship or station.

But for every "fall over" a man must be drafted to take the "fall over's" place. Although it is often not possible to forecast domestic emergencies, it is important that whenever possible men who think they will be unable to take their drafts should report the fact in good time; otherwise it is almost certain that some other man will be drafted, generally at short notice, in his place.

Conclusion

To sum up, we in the Drafting Office have two jobs, firstly to keep all Portsmouth ships and establishments manned; and secondly, as Admiralty have put it, "so to direct affairs that men of the same branch and rating over a reasonable period of time share all types of service."

Royal Tournament

ACCOMPANIED BY the Commander-in-Chief, the Directors of the W.R.A.C. and W.R.A.F. watched the final rehearsal of the Royal Tournament club-swinging team on Wednesday, May 26, 1954. The Director, W.R.N.S., who was unable to attend, was represented by Superintendent, W.R.N.S. (Air). The combined Service team will be performing at Earl's Court from June 2-19; and Portsmouth Command Wrens wish them all good luck.

Hotelolympia

P.O. Wren Rumsey (Cook (O)), of H.M.S. Vernon, represented the Portsmouth Command W.R.N.S. at Hotelolympia in London recently and was awarded a bronze medal. In the Inter-Service Competition the W.R.A.C. were first, with the W.R.N.S. second and the W.R.A.F. third. One Wren was selected to represent each command and make up the Service team in London.

P.O. Wren Lawton (Cook (O)), from H.M.S. Victory, took part in the Command contest beforehand.

Wrens at Gibraltar

Twenty-two Wren communication ratings, under Third Officer J. Matinson, W.R.N.S., recently flew to Gibraltar. They have been lent for duty on the staff of the Flag Officer, Gibraltar, during exercises which are taking place early this month.

They are the first Wrens to serve in Gibraltar since the war.

Sports

Sports officers in the establishments in the Portsmouth Command are: H.M.S. Collingwood, Third Officer Jarvis; H.M.S. Excellent, Third Officer Peacock; H.M.S. Mercury, Third Officer Archer; H.M.S. Vernon, Third Officer Thomas; H.M.S. Victory, Third Officer Gill. Any enquiries about any sporting activity should be made to them.

Cricket

Wrens are to be seen out at the nets on most evenings. Two matches at H.M.S. Mercury at the beginning of May had to be cancelled because of rain.

Fencing

Leading Wren Cobb, H.M.S. Collingwood, and Leading Wren Brewer, H.M.S. Vernon, fenced in Phase III. and Leading Wren Brewer was selected to fence for the Service team. She is also fencing at the Royal Tournament this year.

Sailing

Sailing has started in all the establishments and Wrens are making full use of the facilities available.

Athletics

Sports days were held in H.M.S. Excellent on May 18. H.M.S. Vernon on May 26, and H.M.S. Collingwood

on June 1. They will also take place in H.M.S. Mercury on June 2 and H.M.S. Victory on June 16.

The athletics season is just commencing and it is hoped that many Wrens in the Command are already training hard. The Inter-Command Championships will be held at Pitt Street, Portsmouth, on Wednesday, June 30, and the Inter-Services Championships will also be held at Pitt Street on July 14. This year a combined Services (women's) athletics fixture has been arranged with London Universities W.A.A.A. and the Southern Counties W.A.A.A. at Mottspur Park on July 31, 1954.

Last year Air Command won the Inter-Command Athletics Cup. Come on Portsmouth, let us have it this year! Training facilities are available at Pitt Street every evening.

Leading Wren Rudd, H.M.S. Victory, has been representing Middlesex in various W.A.A.A. cross-country events during the winter. She has unfortunately been drafted and is now in the Nore Command.

Badminton

The Command badminton team was made up of Third Officer Chapman, Chief Wren Keyes and P.O. Wren Shaw, from H.M.S. Victory, and Chief Wrens Brown and Heath, and Leading Wren Phippard from H.M.S. Collingwood. They were all awarded their Command colours. Chief Wren Brown was also awarded her H.M.S. Collingwood colours. Third Officer Chapman and Chief Wrens Keyes and Brown were awarded equivalent Service colours. There is no inter-Service badminton, but the R.N. women's badminton team played a match against a civilian team. The Inter-Unit Badminton Tournament was won by H.M.S. Victory. Air, Nore and Portsmouth Commands tied their matches in the Inter-Command Tournament, so the number of sets won and lost were counted and as a result Portsmouth were third.

Third Officer Chapman and Chief Wren Keyes played in the Portsmouth Restricted Tournament at the Nuffield U.S. Club and were unlucky to be beaten in the final by two top-rate players.

Lacrosse

Wren Thwaites, H.M.S. Victory, is goalkeeper for the England lacrosse team. Last season she played in all three international matches when England won all their games. She plays lacrosse for the Seagulls (Sussex) Lacrosse Club and also for the Southern Counties.

Dances

The W.R.N.S. at H.M.S. Excellent held a joint dance with the Field-gun Crew just before Easter leave. The H.M.S. Excellent Wrens were also invited to H.M.S. Finisterre's ship's company's dance which was a great success.

The annual Royal Marines' ball was held on May 8 at the Savoy Ballroom. The majority of the R.M.B. Wrens attended and had a most enjoyable evening.

The Chief Wrens and Petty Officer Wrens at Duchess of Kent Barracks gave a very successful dance on May 27 as a farewell to the Royal Tournament contingent who have been staying in Duchess of Kent Barracks during their training.

HAVE YOU A PERSONAL PROBLEM?

ASK JOHN ENGLISH

Wife's debts

I recently returned from foreign service and although my wife and three children looked very well, when I opened a drawer at home I found a number of unpaid bills amounting to about £60 in all. While I was away I had been making a very generous allotment to my wife, over and above the qualifying allotment, and the rent of our council house is only 18s. 6d. a week, and there was really no excuse for her to get into these difficulties. I am sorry to say that most of the debts were for luxuries, and I really don't think the tradesmen should have given credit to my wife without my knowledge for these things. They must have known her means were only moderate. Am I liable for these debts?

A married man is not liable for his wife's debts. A wife, however, has an implied authority in the case of emergency to pledge his credit for necessities such as food, roof and clothing for herself and her young children. If a tradesman gives credit to a married woman he does so at his own risk, and even if the wife incurred credit for things which are normal necessities, such as groceries, it would be a complete answer for the husband to show that he was already giving his wife an adequate weekly cash allowance for the necessities of life.

Choosing the right moment, I think you must have a word with your wife about these debts and try and find out what caused her to get into this difficulty. If there has been any real difficulty about which she has not told you and you think she had an excuse for incurring these debts, then I think you would be wise to go and see the Family Welfare Officer about it in your depot and he will, if necessary, put you in touch with the Legal Aid Officer with a view to further advice.

Buyer beware

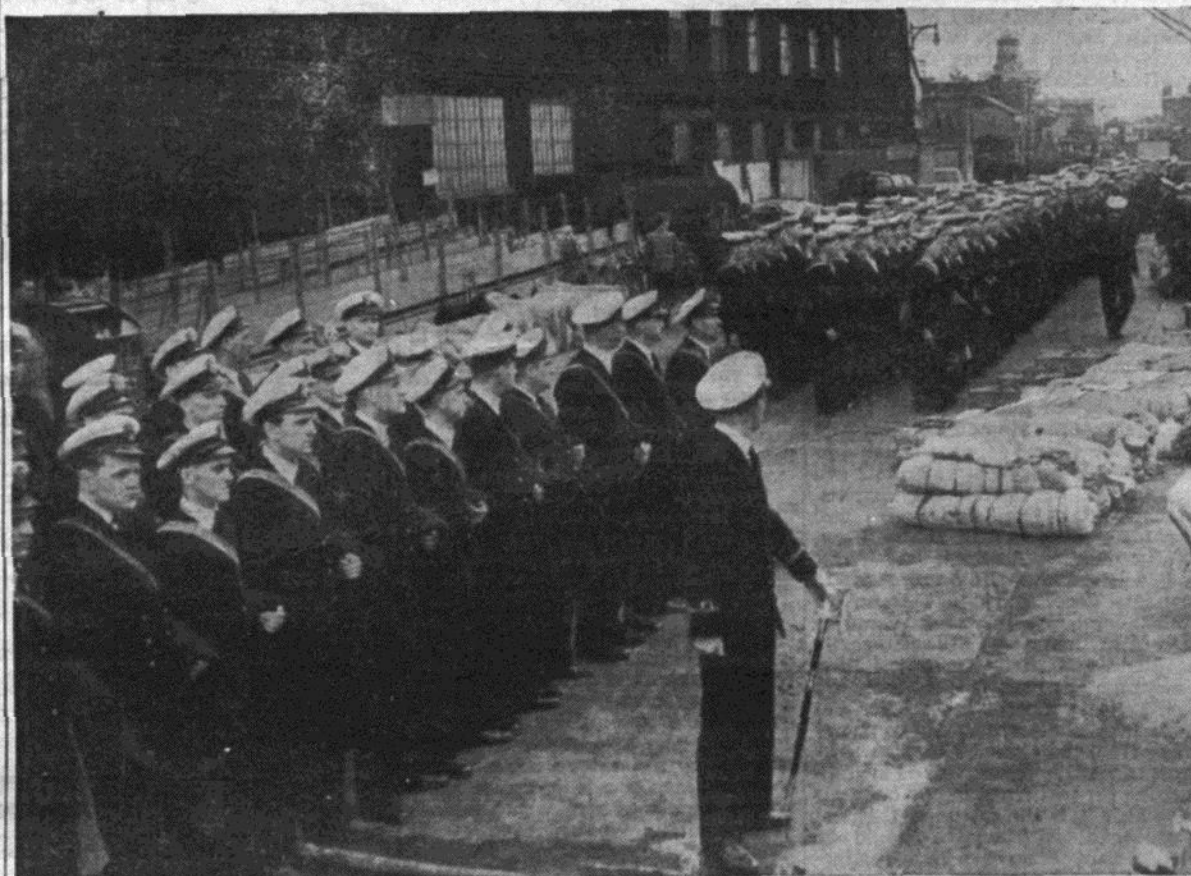
I am now serving in an establishment in Portsmouth and my home is some miles away. I am thinking about buying a motor-cycle as I think it would be cheaper to go home on leave in this way than to travel by train. One of my mess mates has recently had a lot of trouble, as he bought a motor-cycle for £50, which the man at the shop said was in perfect condition. He has now had to pay a bill for repairs of £25 and the shop refuses to do anything about it. I do not want to find myself in this difficulty.

I am glad you wrote to me about this question. There is a Latin tag which lawyers use, "caveat emptor," which means "buyer beware." Anybody who buys a second-hand motor-cycle is assumed by law to have inspected it and is satisfied that it is in good condition, and it is very difficult after a sale is completed to bring the seller to book in regard to statements that he made when trying to effect a sale. The only safe method is to have a motor-cycle looked over by an independent motor-mechanic and ask him to give a written report. He would do this for about a pound, and this is money well spent in the long run. You should insure your motor-cycle with one of the reputable insurance companies. Third-party insurance is compulsory by law.

John English

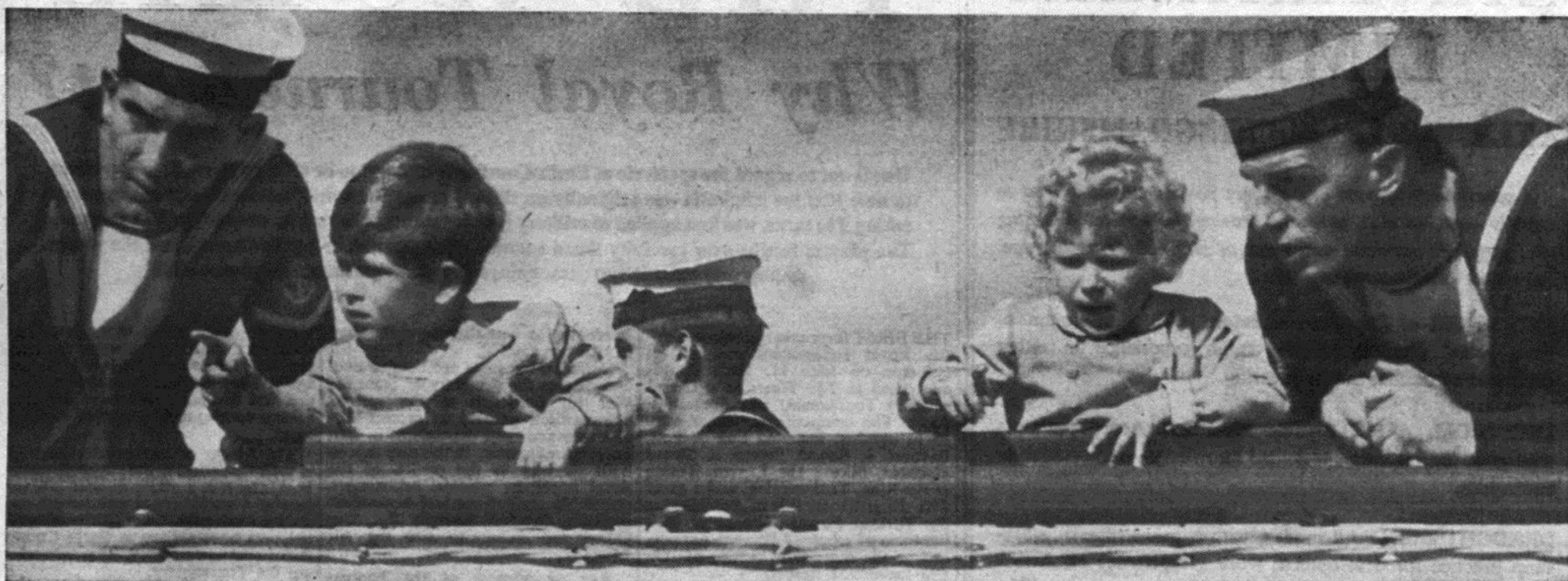
All questions will receive an answer, either privately or in this column. Write to John English, c/o The Editor, NAVY NEWS, Royal Naval Barracks, Portsmouth, enclosing stamped, addressed envelope.

Re-Commissioning of H.M.S. Glasgow



H.M.S. Glasgow is the first ship to commission under the new General Service Commission Scheme. The photograph shows the ship's company on the jetty about to embark in the cruiser

Woman's Page



Block kindly loaned by "News Chronicle"

(Photo: Keystone Press Agency)

ALTHOUGH WE naval wives endure our full share of loneliness and separation, there are compensations. Sometimes there has been the brief visit to a husband in a distant port, taking small children for a glimpse of their father, or leaving them with a kindly

grandmother for a few days' respite. What pleasure we have had at a ship's homecoming. Perhaps it has meant a journey to the port, or hurrying to stand at the Camber to wave a welcome or going to the station, or hearing the turn of the key in the front door.

Because of this bond we feel a special warmth for our Queen. She, as we have done, has undergone separation from her husband. She left her young son behind when she joined his father for brief holidays, and, last November, her children stayed at home

when she embarked on her long journey of good will. Now the Royal family is united, and its rightful place at the heart of the Commonwealth. Last month we cheered the little Prince Charles and Princess Anne on their way to join their parents; later we

thronged the esplanade and beaches to bid them welcome. Incidentally, didn't you love the pictures of Prince Charles in his sailor suit and Princess Anne in her dainty coats? (Her socks seem to stay up better than her mother's did when she was a little girl!).

Relaxation . . .

THE SUMMER months can be most exhausting for the busy housewife. Whenever you can manage it, snatch a few moments' rest. If you can sit down, do it properly, not on the edge of the chair. Put your feet up, if only on a stool. Don't think of jobs to be done; close your eyes and relax.

When most people hear that word they stiffen. Yes, it's true. How hard some of us work at relaxation. Have you ever watched a cat? See how he stretches, all his toes splayed out, his neck and leg and stomach muscles taut. Try that; stand by the open window, up on your toes, hands high above your head. Now stretch up and up, until you try to touch the ceiling. Can you feel those stomach muscles working? And those in your back, and your thighs, and neck? Now, starting with the tips of your fingers, bring your

hands and your arms straight down past your ears and shoulders until they hang at your knees. Bend forward and slump at the waist and knees. Now straighten up again and repeat the operation.

Or try sitting in an armchair. Stretch your legs out in front and your arms to the side. Try to touch the walls, and kick that ball just out of reach on the hearth-rug. Feel the muscles working in your back? Now collapse. Never mind how ungainly you look; just pretend you're a rag doll. Do you feel better now? Lie on the floor and think about nothing. When you get up, do it like a cat, slowly, stretching out your limbs and gently rising.

If you follow our advice about relaxation and exercise you'll not only feel better but look better. More of that next month, when we hope to give you some exercises for your hips.

R.N. Friendly Union of Sailors' Wives

A welcome for all whose husbands serve in the Royal Navy and Royal Marines

BORN 1893; still going strong. Have you ever heard of the Royal Naval Friendly Union of Sailors' Wives?

For the benefit of those who have not, let it be said that there are five branches in the Portsmouth Home Port area — Southsea, North End, Vernon, Gosport and Fareham.

There are other branches—Portland, Weymouth, Rosyth, Clyde, Deal, Malta, Gibraltar and Australia—and membership of one carries membership of all. The Australian members had the honour of assisting at several functions during the Queen's tour of the Commonwealth. Her Majesty is the patron of the union.

Membership (at a shilling a year; officers' wives half a crown) is open not only to the "better-halves" of those serving, but to the wives of pensioners as well and many keep on after their husbands have "swallowed the anchor."

Each branch is run by a committee, who arrange their own activities to meet the wishes of members and to fulfil the union's original objects, namely to help those whose husbands are serving abroad and to assist new arrivals in the port who are glad of friendship and reliable advice in what may be a new district to them.

The usual programme is a monthly meeting to get together and exchange news, to have tea and perhaps some form of entertainment. For instance, this year the Southsea branch (membership 200-odd) have had a whist drive, a cookery demonstration, a gardening talk and a talk on some reminiscences of life in New Zealand. In December, a large party went to London for the Christmas outing and ended the day at the Victoria Palace variety show.

In February there was the annual dance at the Forrester's Hall in Fratton Road, which was a great

success. H.M.S. Centaur gave invaluable assistance with decoration of the hall. The summer outing in June will be to Bath for lunch with visits to Fry's chocolate factory and Cheddar Gorge.

For the wife—and particularly for those whose husbands are not able to be living at home—the R.N.F.U.S.W. has something to offer. It is self-supporting and independent, and a source of help and advice, because it encourages people to depend on each other.

In this issue we've reported on the broad outline and the object. In future we hope to report briefly on the doings of the various branches.

Applications for information or membership can be made at any time to the Hon. Secretary, R.N.F.U.S.W., c/o Commander-in-Chief, Portsmouth.

YOUR PAGE

This is your section of the paper, and we want to put in your choice. We shall be pleased to publish a selection of your letters, or extracts from them, and will welcome hints on household management, child welfare, home dressmaking, and the like. We regret that we cannot enter into correspondence nor make payment for any contribution. There is a section on another page dealing with straightforward answers to queries. If, however, we receive a letter dealing with family problems, the subject of which might be of general interest, we may discuss this, of course, mentioning no names. Do write to us, and say what you would like. The address is: Woman's Page Editor, "Navy News," Royal Naval Barracks, Portsmouth.

People . . .

THE BRIGHT yellow flowers in the unusual hat so much intrigued us, bobbing about as they were at a cocktail party, that we longed to meet their wearer. She was a slim woman in the kind of fitted dark dress that we all long to wear, but seldom can. The fact that she had an Irish parent, spent most of her childhood and adolescence in Vienna, and is married to a Dutch naval officer, must account for a great deal of the poise and charm of Mrs. K. J. F. Krediet. We realised that with her cosmopolitan background and wide experience of entertaining (her husband was formerly Naval Attaché at the Netherlands Embassy in London, and is now working for N.A.T.O.), Mrs. Krediet must have a store of interesting recipes. She has kindly sent us one for our Woman's Page; you'll find it under our food heading.

We were fortunate in being able to attend the recording of the popular radio show "Miles Ahead" from a local naval establishment. This particular edition, the last of the present series, will be transmitted on June 25. Alma Cogan made her contribution in between shows at the local theatre. She made a very attractive figure in her stage costume, which was interesting to observe at close quarters. The stiffened bodice of soft green satin was beautifully whittled away to a tiny waist. Under the overskirt of the same green satin were layers of misty tulle, a heavenly shade of lilac predominating, with glimpses of scarlet. Stage clothes always seem exciting to us. Sequins and tulle are not practical for every day, but what glamour they impart.

In her songs Miss Cogan had the support of the Malcolm Mitchell Trio. Their timing throughout was admirable. We can't tell you anything about their dress, except they were in lounge suits. (How dull to be a man!)

Navy Babies

NOT ENOUGH people know about the advantages and benefits of the Royal Navy and Royal Marine Maternity Home at Bowlands, Southsea. This home has been catering for the needs of the Royal Navy and Royal Marines for over 20 years and has always prided itself on the high standards which it keeps up.

The advent of the National Health Service has brought some difficulties with it, since wives of naval ratings who are able to obtain a bed under the National Health Service, but who do not wish to take advantage of it, can only be accepted in Bowlands on payment of a fee larger than the subsidised one.

This fee has now been reduced to £19 10s.—and not only covers the confinement but a fortnight in the home as well. Since mothers obtain a maternity grant of £12, it does not now cost very much to have a navy baby in Bowlands.

Food . . .

"Uitsmyter"

"Uitsmyter" (literal translation "Chucker-out").—Put two slices of fresh buttered bread on a plate. Cover with thinly sliced lean cooked ham (be generous with the ham!). Put two crisply fried eggs on top of the ham. Decorate with a few slices of pickled gherkin or cucumber. (Cold roast beef may be used instead of ham.)

(Mrs. Krediet says "This dish is most popular with your countryfolk when visiting Holland, particularly after a party, or a late night out!")

Fudge delight

Fudge delight.—Take one or two tins of sweetened condensed milk and boil them *unopened* for from two to three hours. (It is most important that the tins be not pierced.) Let them cool, and store them away. When needed, chill. On opening the tins you will find a delicious, fudge-like substance. Serve it in individual glasses, topped with chopped nuts.

(This recipe was given to us by a Canadian friend. It is acceptable at parties or for a very special meal on summer evenings.)

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THE ROYAL

Why Royal Tournament?

One is apt to regard the spectacle at Earl's Court only as a tattoo or military show. It is important to note that the emphasis was originally on skill-at-arms. The word "tornoiement," or the act of taking it in turns, was first applied to military jousting matches having no serious war-like purpose. The players fought over carefully timed rounds, using blunted or padded lances, and the whole display was essentially a game enjoyed by participants and spectators alike

THE FIRST forerunner of our present-day Royal Tournament was held at Islington on June 11, 1880. It was advertised in *The Times* as a Grand Military Tournament and Assault-at-Arms. The competitions, which were 53 in number, included Foil v. Foil, Bayonet v. Sword, Sword v. Sword mounted, Slicing the Lemon, Tilting at the Ring, Tent-pegging, and a game with the gruesome title of Annihilating the Turkish Forces. The latter took the form of mounted Hussars jumping and at the same time cutting at life-size turbaned figures.

The committee of the 1880 Tournament was surprised to find it had amassed £500, which was given to the funds of the Royal Cambridge Asylum for the Soldiers and Widows. It is

interesting to note that the sum raised in 1952 was £50,000.

Considerable sums are handed over annually to the Secretary of State for War for donations to the various organisations existing to protect Service men and their dependants in war, peace or retirement. In this way money finds its way to the credits of the naval hospitals, schools, orphanages, charitable institutions and benevolent societies directed through the War Office, the Admiralty and the Air Ministry.

Another purpose of the Tournament is the introduction to the civil population of the military forces of the nation at work and play. Seeing them on horseback, on motor-bicycles and at other activities, so full of ex-

perience and poise, the spectators remember that these men were once civilians themselves, and will be so again. They are not circus artists; they are, first and last, soldiers, sailors and airmen serving upon a normal engagement.

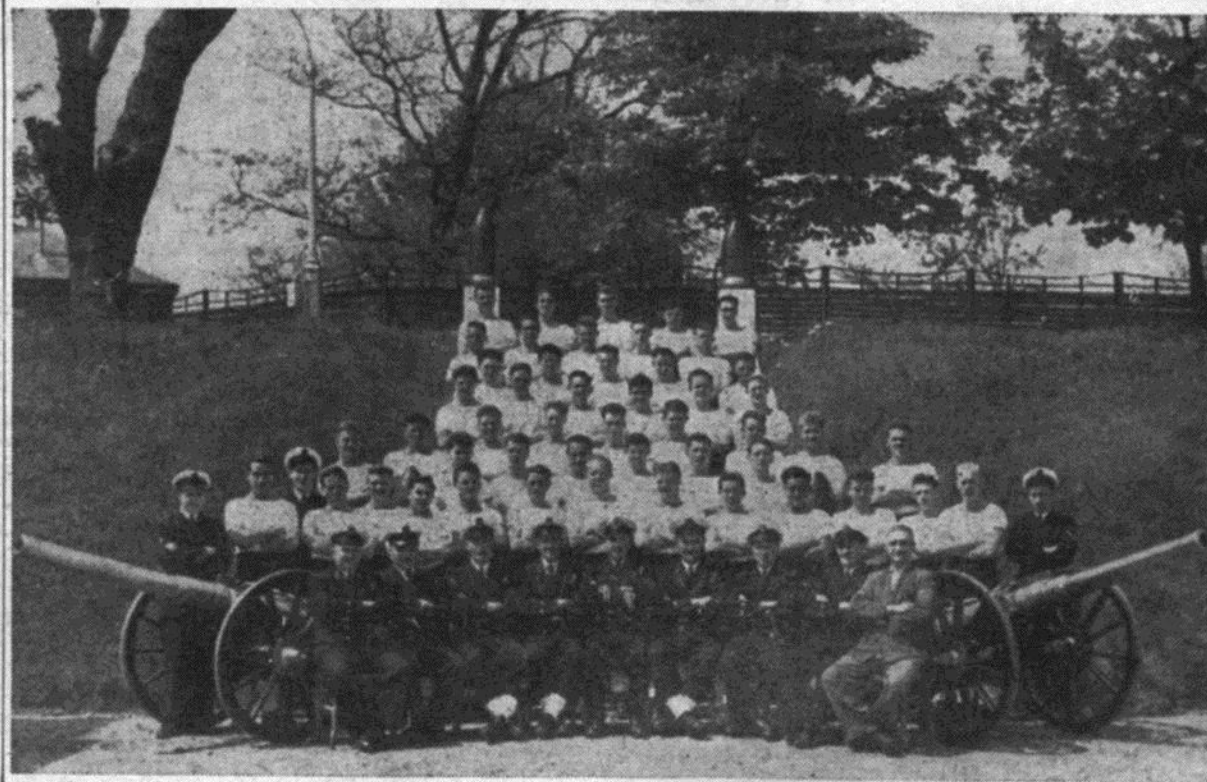
The tempo of modern Service life is such that there is little enough spare time, and it is a major wonder that so precise a performance can be put on only a week after the majority of participants have arrived at Earl's Court, their home and parade ground throughout the Tournament.

It is the obvious enthusiasm of everyone concerned which has made the Royal Tournament, now in the sixth reign, one of the traditional excellences of the London season.

Field-Gun Display

by Lieut. Michael Mansergh, R.N.

1954 Portsmouth Field-Gun Officer



PORTSMOUTH FIELD-GUN CREW, 1954

This year, for the first time, practice runs have been made in the Royal Naval Barracks to which the public have been admitted

WHEN, IN 1869, the Royal Navy first entered an item of its own in the Royal Tournament, the Admiralty decided on displays of cutlass drill and gun drill. Forty ratings took part, and both displays were popular with the public.

The gun drill in those early days consisted of nothing more arduous than a short march round the arena, firing one round, shifting both gun wheels and a few manoeuvres round the arena at the double. This gradually built up over the years. In 1903 a four-foot wall was introduced, in 1905 a narrow bridge as well, and in 1906 two walls and two bridges formed the obstacles over which guns and limbers had to be carried.

The present course

In 1907 the competition commenced, and six teams, each of 18 men, were entered—two from Portsmouth, two from Devonport and two from Chatham. The obstacles at this time consisted of planks fixed 18 inches from the ground and a four-foot wall, which the team had to surmount before reassembling the gun and firing

one round at the far end of the arena.

As the years passed and the competition became more fierce and more popular, a chasm and ramps appeared in the arena, and in 1913 the present course was decided on. This consists of two identical tracks side by side with a five-foot-high wall at each end of the arena and two ramps 30 foot (the distance across the chasm) apart in the centre.

Team work

The complete run has been divided into three phases which are timed separately, the three times being added to give the total running time. The Run Out, started with the "Charge" on the bugle, consists of taking all men and gear across the "home" wall and, by means of sheerlegs and a wire jackstay, over the so-called bottomless chasm to a breach in the "enemy" wall, through which everything has to be passed. Wheels are put on when through and the first action of three rounds is fired. The Run Out finishes with the third round being fired. After a few seconds' respite, the bugler sounds the "Retire" and both crews

start on the Run Back—this time over the "enemy" wall, back across the chasm by jackstay, to turn and fight an action in retirement just before they reach the "home" wall. The time to this point is again carefully noted. The final phase, known as the Run Home, starts with the "Cease Fire" on the bugle, when all gear goes through the hole in the "home" wall, gun and limber are reassembled, limbered up, and the crew gallop past the finishing line of the "enemy" ramps at full speed. The total time for this run may now take as little as 3 minutes 20 seconds, which necessitates precise and accurate drill and team work of the highest order.

In January each year, 50 ratings of any branch from Portsmouth, Chatham, Lee-on-Solent and Devonport are selected to start concentrated training on February 1. With the Royal Tournament being held every year in early June, the crews have four months of hard and back-breaking labour. The spirit of comradeship and wonderful team work which this display instils in those taking part makes that four months very well worth while.



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TOURNAMENT

Display of Physical Training



FLIGHT, BY LEADING SEAMAN J. F. PAINTER

Photo: Fox Photos Ltd. London

This wonderful spectacle of precision and endurance is carried out by volunteers of the Command, who have been trained in the P.T. School, Portsmouth

IN PREVIOUS years the display of physical training has always been given by teams from two or more of the Services in a combined effort. This year the Royal Navy and Royal Marines are producing their own show

It would be appropriate here to mention that this is the last appearance of Capt. R. C. Harry, C.B.E., Royal Navy, the Director of Physical Training and Sports, who has been associated with the P.T. branch since January, 1923. Actively connected with the Royal Tournament as Officer-in-Charge of the Naval Display Party and Commandant of the Naval Contingent at frequent intervals throughout his Service career, he was in office when the Tournament was reintroduced in 1947 and all officers and men will regard this as a special if sorrowful occasion

More than a hundred performers are drawn from the P.T. Branch and volunteer "amateurs" from all branches. Approximately half are qualified instructors whilst amongst the remainder are seamen, stokers, signalmen and electrical ratings. The Fleet Air Arm is represented and the Royal Marines have a parachutist taking part. A parachutist qualification is a most useful one as you will soon realise if you go to Earl's Court in June.

The display this year is in two parts:

the first is simple agility exercises performed on ordinary Service chairs and ground mats, and the second, vaulting exercises over the high box. "Chair tricks" are, in fact, a series of exercises *en masse* and rely mainly on precision for effect. These tricks are not meant to be very advanced gymnastics but rather exercises well within the scope of the normally agile and fit young man. It is the sheer simplicity of movement and the ease with which each performer exercises with his chair which is the main attraction.

The vaulting is an advanced form of gymnastic exercise and is not in the normal curriculum of recruits and new entries. However, instructors in the Royal Navy and Royal Marines are expected to reach a high standard of performance. These vaults demand a considerable degree of concentration, precision of movement, physical fitness and courage. Fifty per cent of these vaulters having probably never seen a high box or spring-board until two months before the opening night, one may realise how much hard work and training has gone into the production of the Navy's contribution.

Four boxes are placed in the corners of the arena and to the strains of Irving Berlin's music you will be thrilled by a series of dives and somersaults. The culminating leap, which is a dive and somersault through a paper hoop, always brings the house down.

Exercises in Harmony

One of the high-lights of the Royal Tournament is the display by the Women's Services, bringing a wonderful combination of feminine rhythm and physical fitness

IT ALL began one Sunday afternoon when 48 Wrens from all parts of the United Kingdom converged upon Portsmouth eager to acquire the ancient art of club-swinging and thrilled to be participating in the Royal Tournament at Earl's Court.

Aptly described as "introductory training," our first fortnight proved both illuminating and energetic and our time was spent in the barracks gymnasium and on the parade ground. Most of us had heard of Indian clubs but the only one we had ever seen had been those on a P.T. instructor's shirt, and we had hitherto cherished the idea that the purpose of a parade ground was for divisions. However, after learning an infinite variety of limbering-up exercises, and experiencing the blistering qualities of the clubs, the light of knowledge dawned upon us.

At the end of two weeks the W.R.A.C. and W.R.A.F. contingents joined us, by which time we had become thoroughly familiar with the various feats to be performed on The Day, and to our nautical vocabulary

had been added such mysterious terms as "forward-armspit-forward" and "parallel long and short." These are expressions of the art which in practice were liberally translated by the Wrens.

During this time we travelled around Portsmouth incognito, for the residents surely never suspected the be-stiffened little group painfully making its way to barracks to be even remotely connected with the Royal Tournament! It had been whispered in the Press that we were the "cream of the Service in physical fitness," but most mornings, on rising, we felt more like skimmed milk, and we feared the moment when our patient instructor would utter the dreaded word "lunge."

Combined effort

The guardian of club-swinging, if such there is, has indeed favoured us, for we have enjoyed our co-ordinated training in continuous sunshine, and have had excellent food to sustain our more-than-healthy appetites. This period has provided us also with the welcome opportunity of getting to

know our opposite numbers in the other women's Services, and we have made many new friends whom we have initiated into such naval traditions as "stand easy" and "secure."

We have now been joined by the combined W.R.A.C. and W.R.A.F. bands, who will provide a welcome variation on the original theme of the "Skater's Waltz," our practice record. Then, on May 26, arrayed in the smart white dresses we shall wear at Earl's Court, we hope to give to the Directors of the three Services a performance worthy of the skill and patience lavished upon us by our instructor, P.O. P.T.I. Bland.

Finally, we feel that our proudest moment will be when we march into the arena at Earl's Court as part of the Royal Command Performance to be given before Her Majesty Queen Elizabeth and the Duke of Edinburgh. Although everyone will say good-bye with great reluctance at the end of the Tournament, we feel that on hearing the strains of the "Skater's Waltz" in future we shall all recall with much pleasure our exercises in harmony



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COMMAND NEWS

THE BARRACKS COLUMN

IN THIS column we hope to bring you up to date on Barracks affairs of the past, present and future.

The Barracks

The Barracks is taking on a new look. The outside has just had its first coat of green paint for about four years, and this, together with the new name boards outside the main gate, gives the place an air of smartness which will reflect on us characters inside.

Accommodation

At a recent conference concerning the modernisation of Barracks it was decided to go ahead with plans for a new chief petty officers' block on the bandstand green and a new petty officers' block on the site of the present officers' divisional course building. These plans will have to be submitted to the Admiralty for approval. Meantime, the petty officers' block (114 Mess), which now houses all petty officers excepting artificers and artificers, is soon to get a spring clean, and small alterations will be made to improve the dormitories and public rooms in this block. Not before time maybe, but it is the same old trouble—lack of money. Frobbisher blocks will come up in due course for modernisation on the lines of Anson and Howe blocks. But all this will take time.

Divisional organisation

It might interest Pompey seagoers who have not been in R.N.B. for some time to know that our divisions are now organised on the group system. For example, all the seamen are in Anson Group, which is made up of five separate divisions, each with a divisional officer. The boss of the outfit is the group officer, who administers the group as a whole, though each division retains its individuality. The idea is that with small divisions there is more personal contact between the divisional officer and the men of his division. The engine room and supply and secretariat branches are organised in a similar way. There were teething troubles when the scheme started in November last year. It now

works very well. It looks as though we have come round to pre-war ideas once more. Then we had four divisions of seamen (but no groups), and the P.O.S.Ms. lived in 114 Mess as they now do.

The Guard

For some time now we have had "Stokey Boys" in the Barracks Guard, and a jolly smart bunch they are, too. There is no truth in the rumour that these engine-room guardsmen may now style themselves as S.Ms. brackets "G." They are, however, living proof that previous experience is not a necessary qualification for the guard. Volunteers are always welcome.

Outgoing drafts

Just recently we have commissioned the Glasgow and Saintes, both under the new General Service Scheme. We wish the chaps a happy commission and eagerly await their comments on the new drafting arrangements. Albion, our new carrier, has just been commissioned, too. Those who joined from R.N.B. should feel quite at home there, what with bunks, cafeteria messing and aircraft. We have had a few helicopter landings on the parade ground of R.N.B. since our Flying Commodore's arrival. Good luck to them.

Athletics

Keen interest is being shown in the forthcoming Barrack sports to be held on June 16. Unfortunately one crack runner, Tebbuts, who ran so well whilst in Anson, has now gone to Ceres to become a writer. We are hoping that A.B. Rutter will produce some records. Many more names are needed, though. Get cracking on that training!

Shooting

R.N.B. did quite well at the Portsmouth Command Rifle and Revolver Meeting held last month—three firsts and three seconds in the team events, and out of 12 individual events we got four firsts and four seconds. Notable individual events were:

Junior Rifle (Deliberate).—1, A.B. Murchison.

Junior Rifle (Rapid).—1, O.S. Firestone.

Junior Rifle (Snap).—2, A.B. Sparrow.

Revolver (Whitehead).—2, S.A.(V.) Tapp (B Class).

Rifle (U.S. Condition).—2, C.P.O. Crook (X Class).

Rifle (U.S. Condition).—2, Mr. Daisly (A Class).

Rifle (U.S. Condition).—1, A.B. Smithers (B Class).

The new trophy, the Portsmouth Gun, was tied for by Excellent and Victory, but at a re-shoot those gunnery wallahs bagged it. We'll get it back next year.

Coming events in June

June 1, 2 and 3.—Portsmouth Schools Musical Festival, to be held in the Gymnasium.

June 5.—Guard and Bluejacket Band go to Devizes for "Meet the Navy" Show.

June 8.—About 650 R.N.V.Rs. arrive to train for their Jubilee Parade.

June 10.—Her Majesty The Queen's Birthday Parade on Southsea Common.

June 15.—Newcastle commissions.

June 16.—Chevron commissions. R.N.B. Sports Day.

June 18.—F.O.C.R.F. inspects Divisions.

June 23.—Blood transfusion unit visits R.N.B. and collects pints of blood!

H.M.S. HEDINGHAM CASTLE

LAST SUMMER the ship was selected to play a part in the M.-G.-M. film, "Crest of the Wave." Many scenes were shot on board and, with the ships here at Portland, a number of the ship's company became film extras. There was perhaps one star, the Coxswain, C.P.O. Bodle, who became particularly temperamental, as film stars are apt to.

Now it would seem Hedingham Castle is to embark on yet another film career, this time something a little more serious. The subject will be the emergency treatment of dental cases. The ship's company hope it will not prove too painful for those taking part.

Spithead, Friday, May 14, 1954

We took up our position in the lines at Spithead for "Loyalty Portsmouth" on Wednesday, May 12, and much to the First Lieutenant's joy were able to "hole in two." On Thursday night we were Duty Command Ship and held an inter-port tug-of-war on the quarter-deck. The wardroom were drawn against the boys in the semi-final and, yes, you guessed right, they were beaten. The pained expression upon the faces of the officers needs no describing, but the boys did have one extra.

On the Friday we were hosts for the day to 65 boys from St. Vincent, and their presence made an appreciable increase in the volume of our cheers for Her Majesty.

Now that the weather is improving, some of us are taking advantage of cricket nets in anticipation of great things to come. However, that remains to be seen. For the less energetic there is always ukkers.

A lot of speculation is going on about how many of us will be here when the new drafting machine swings into action in June. That is a matter for the clairvoyants; for my part I'm just keeping my fingers crossed.

J. R. M.

H.M.S. MERCURY

IT IS with regret that the deaths of three chief petty officer telegraphists in an air accident are reported.

They were C.P.O. Tel. E. D. Harding, P/JX 151388; C.P.O. Tel. G. W. H. Irvine, D/JX 166444; and C.P.O. Tel. W. J. Abbotts, C/JX 145381.

All three were undergoing the qualifying course for wireless instructor at H.M.S. Mercury, and at the time of the accident were carrying out training in air signals at R.N.A.S. Culdrose. Shortly after taking off in a Sea Prince class-room trainer, the pilot reported engine trouble and the aircraft crashed while trying to make a forced landing.

The funerals of C.P.O. Tels. Abbotts and Irvine took place privately and were attended by representatives of H.M.S. Mercury. C.P.O. Tel. Harding was buried with full naval honours at R.N. Cemetery, Clayhall, on Wednesday, May 19, 1954.

Continued on page 9



BY BOXER TO HOLLAND

WITH THE courage born of her race, H.M.S. Boxer emerged from Portsmouth Dockyard on Saturday, May 1, bound for the Netherlands, where she was due to spend the following 10 days. After an uneventful crossing she arrived at her destination off Den Helder, about 30 hours later. Throughout the Sunday and Monday she remained at anchor, lying off-shore, and after exercises with H.N.M.S. Soemba in the North Sea on the Tuesday, moved into harbour where many units of the Royal Netherlands Navy were moored.

First impressions of the town of Den Helder did not appear favourable, but the port improved on acquaintance. It proved an example of typical Dutch tidiness and cleanliness, although at the same time rather small, with limited opportunities for amusement and entertainment of the conventional type. The port was blessed with a reasonably large shopping centre, the shops displaying heart-warming amounts of comestibles at not too high a price, and goods on more luxurious lines also within the reach of all pockets. Drink, of course, was popular and of average cost, but the after-effects were sometimes uncomfortable. The drinking houses, called cafes in Holland, were open all day until midnight. Although public houses did exist they were of somewhat doubtful reputation.

One or two incidents occurred in Den Helder; one of the motor-cutters returning liberty men to the ship on the Monday night developed engine trouble, and after drifting towards the shore for several minutes, was taken in tow by the ship's other cutter, and the men arrived on board with tempers a little frayed but none the worse for their experience. The town's bicycles were tested by members of the ship's company, having been formally borrowed from the inhabitants, but it was generally agreed that the standard of safety is vastly lower than that of cycles in England. The style of velocipede may at first appear a little strange to the eye of the newly arrived visitor from England, being built with a long frame, large wheels and back-pedal brakes. Maybe the port was a little dull, but everyone seemed satisfied with his achievements.

The ship stayed in harbour until 0900 Thursday morning when, after weighing anchor, she set off from Den Helder with course set for the mouth of the North Sea canal off Ijmuiden, thence passing through the canal to Amsterdam.

Again the Boxer was accompanied by H.N.M.S. Soemba, both ships partaking in exercises off the Dutch coast throughout the day. Towards late afternoon a pilot boat appeared, directing the ships to the mouth of the canal. The canal rapidly narrowed, and after a short wait in a lock which took the ships below sea level (a common feature of the Dutch panorama), on again passing two swing-bridges operated on a central pivot system, and numerous canal barges so heavily laden that their decks were awash. After two hours on the canal the ships berthed in a corner of the vast Amsterdam dock area.

From the beginning the weather remained fine and warm, a fact which in itself forecast a happy time in the capital. This continued sunshine was evidently a rather unusual feature of the Dutch spring time.

The way into the heart of the capital was soon discovered, being a little under half an hour by a combination of feet and tram. Amsterdam, the capital, and not The Hague as is so frequently imagined, was again a pleasant sight for the eyes and heart of an Englishman, although here, of course, is added a great variety of amusement, with undoubtedly something to appeal to the tastes of all average human beings.

The crew was greatly indebted to the Amsterdam Municipality which helped to make the stay even more enjoyable by granting certain concessions to them, in the form of free tram rides and completely free entrance to the zoo, Artis and the great museums, no small gift in view of the fact that the capital can fittingly be accepted as the "father" of art galleries throughout the world.

In addition to these offers there were also trips, again free of charge, to the vast picturesque tulip fields of west central Holland, and to the breweries of the Amstel and Heineken's manufacturers. On the last afternoon many enjoyed a pleasure trip of the canals, organised by the Municipality once more, a journey full of interesting features around the waterways of this Venice of the North, beneath the blazing sunshine, a delightful climax to a delightful visit.

The majority of the crew returned to the ship with numerous souvenirs purchased at a not too high price and with many varied stories to tell. For instance, how many had experienced narrow escapes in their attempts to cross a busy thoroughfare with the traffic, speed limits being unobserved and even unheard of, hurtling along on the right-hand side of the road. Once more the generosity and geniality of the inhabitants was outstanding, especially here in the capital. And it would appear that the extent of friendliness of this great cycle-riding nation is not to be equalled elsewhere on the Continent. Incidentally, in closing it is interesting to note that there is a bicycle to every two members who go to make up the population of this great capital.

So the ship returned to the shores of the homeland after an unusually long absence for her. The crew was of divided feelings, maybe the thoughts of Portsmouth attracted some, but Amsterdam lay to the fore in the minds of others.

Entered by Lieut.-Cdr. (SP) R. H. Lineham, of H.M.S. Boxer, on her return from the Netherlands, May 1-12.

H.M.S. TENACIOUS

ON FRIDAY, May 14, in company with other ships of the Home Fleet, H.M.S. Tenacious shared the honour of escorting Her Majesty The Queen in the Royal Yacht Britannia from Falmouth to the Isle of Wight. We are easily recognisable by the "Red Hand of Ulster" (we are part of the Derry Squadron) prominently displayed on our funnel, and on this occasion our paintwork had a light-blue tinge, easily discernible from the traditional "Pusser's grey." Our weeks of preparation and hard work were well rewarded by a signal from C-in-C, Home Fleet, congratulating us on our "exceptionally trim appearance."

At present we are enjoying the sunshine and beautiful surroundings of Rothesay; and though, as usual, doing our share of exercises, we must confess that more enthusiasm is being shown in the realm of sport. All and sundry are busily engaged in training for Squadron sports and regattas due in the near future.

As a complete break from the Lough Foyle buoy week after week, we are to enjoy (we hope) the attractions of Hamburg and Filey early in July. Our conclusions on these two havens will be forwarded at a later date. For the present, however, we must continue with our role of A/S. Frigate, and so we ring down the curtain on this, but we hope by no means our last, contribution with the old cry of "Echo bearing . . ." ringing in our ears.

A.B. A. Marlow

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Command News (Contd.)

H.M.S. GLORY

GLORY ARRIVED in Portsmouth on March 1 after four months which were spent mainly in the Mediterranean. The very afternoon of our arrival brought a heavy fall of snow, and the flight deck was looking as we had sometimes seen it off Korea—a great contrast to the sunny conditions we had so recently left, and a reminder that we had really arrived home.

Twenty-eight days' leave to each watch (combined Christmas and Easter leave) took us almost to the end of April, and by then the sad news of our reduction in complement had come through. This setback, however, has been taken in our stride, and we are determined to follow our daily broadcast slogan, "Keep Glory on top, both at work and play." To this end we have entered for the Brickwood Trophy and, after two trial games, have played our first inter-ship cricket match versus H.M.S. Theseus. The scores were H.M.S. Glory, 135 for 8 declared, H.M.S. Theseus, 136 for 7.

A most successful ship's dance was held at Kimbell's Ballroom, Southsea, on April 29, and it was grand to see so many old shipmates returning for this occasion, 801 and 826 Squadrons both coming over from Lee-on-Solent in large numbers.

Although our future appears uncertain, we are determined, despite the fact that we now number only about 400, to remain a force to be reckoned with.

H.M.S. CERES

THE ROYAL Naval Supply and Secretariat School commissioned in Wetherby in July, 1944, having transferred from Highgate School, London. The ship was then named Demetrius, and became Ceres in September, 1946. Ceres was the Goddess of Harvest in Greek mythology, and whilst this has given rise to many "corny" jokes, the harvest, we hope, has not been merely chaff.

The school's main function is the training of New Entry writers, cooks, stewards, stores and W.R.N.S. writers and stores. In addition, officers' and senior ratings' refresher courses are undertaken.

Whilst Ceres is a Chatham-manned ship, the instructional staff is drawn from all depots, Portsmouth providing six writer, four cookery, two steward and six stores instructors.

Wetherby is said to be situated midway north and south, east and west of Great Britain, excluding, of course, Northern Ireland, and this tends to

on second thoughts, we should be represented from a point of view of quality rather than quantity.

The principle of flexibility is upheld in the Training Squadron, so we are prepared at all times for almost anything, from staging the Combined Fleet concert in Gib. to revisiting our friends in Aarhus in a few weeks' time.

We live from week to week, surviving the foreign Portland air, our sole relief being the dangerous "Pash" trips on the coaches provided. Our finale will doubtless be the transfer from the "Fleets" to the "Light Fleets" in the near future, which may even result in some of us arriving in Theseus, a true Pompey ship. As for the future of this fleet vessel, your guess is as good as mine; but she is still the fastest big 'un in commission, as proved at the Fleet exercises.

The cruise, starting next month, embraces Scotland, where the Squadron regatta will be held, Denmark, where we shall recover from the regatta, then Portland, where not all "Flat tops" tops are flat. Ours has a penthouse on it, and some good cricket nets, too!

I hope in the next issue to regale you with our adventures and escapades, both ashore and afloat.

"Silverbonce"

H.M.S. DRYAD

Married Quarters

RECENT COMPLETION of the married quarters approved for H.M.S. Dryad brings the total occupied by ratings up to 62. Officers' married quarters, five of which have now been occupied, will be completed by the end of July, making a total of 16.

Leading Seaman P.R.I.

The rating of plotting and radar instructor was until recently held only by chief petty officers and petty officers. By his successful completion of the course L.S. A. A. Gilchrist has attained the honour of being the first leading seaman P.R.I. in the Service.

Royal occasion

The activities and photographs of the Royal baby sitters which appeared in the Press recently have aroused great interest in the Engine Room branch. The photographs of Her Majesty Queen Elizabeth landing at Westminster Pier reflected some honour on the R.P. branch by the presence of A.B. Lomas, R.P.3, of the Royal Barge's crew, who is pictured holding the barge with great determination to ensure the safe landing of Her Majesty.

Sport and entertainment

On May 19 P.O. Sharp and P.O. Isaacs ran for the Navy against the Oxford University Centipedes. The mile was won by P.O. Sharp, the Navy champion, and in winning the half-mile P.O. Isaacs created a new Navy record of 1 min. 56.2 sec. P.O. Isaacs attributed his success to the fact that he was running on a first-class track, and commented that his cross-country training seemed to have given him an extra advantage. Both petty officers are serving on the Sports Committee and so will not be able to compete in the Dryad sports day events on June 3, which will be followed by a ship's company dance at the Empress Ballroom, North End.

The Dryad water-polo team, which competes in Division II of the league, has so far lost only one game and, under the captaincy of P.O. Ellis, stands a good chance of being top of the league and gaining promotion to Division I.

Command rifle meeting

The Dryad rifle team, led by Instr. Lieut. d'Authreau successfully carried off the Willis Trophy. This is awarded for the highest team average in the Rifle United Services' practices, and has never been won by Dryad before. P.O. Bartlett was placed first in Class "B" (under 25) for the Rifle Deliberate Practices.

Dryad blacksheep

A revue, entitled "Blacksheep's Wool," will be presented by the ship's company at Dryad on July 5-9. The reappearance of Wrens at Dryad, referred to elsewhere, has helped to increase the appeal of this presentation.

W.R.N.S. (R.P.)

With the arrival of one petty officer, one leading and eight Wrens radar and plot ratings, the W.R.N.S. once more take their place in H.M.S. Dryad after an absence of seven years. They will be employed on model-ship exercises and control-room training, and will take the place of seaman R.P. ratings.

H.M.S. HORNET

Association football

HORNET SOCCER team reached the final of the Junior Challenge Cup, but was beaten by R.A.F. Tangmere.

The Hornet team also finished runner-up in the League, again losing to R.A.F. Tangmere.

Rugby football

A Hornet rugby team reached the final of the Inter-Zone Tournament, in which it was beaten by H.M.S. Siskin.

Cross-country running

Hornet entered a team for the Command Championships on February 23, at H.M.S. Dryad, for the first time for some years, finishing in sixth place.

A Hornet team defeated teams from H.M.S. Dolphin, H.M.S. St. Vincent, and R.N.H. Haslar in a four-cornered match on March 10. Sub-Lieut. J. Wright, R.N.V.R. (Hornet) was the individual winner.

We are not unhappy about our performance in sport, for we have had to face constantly the problems raised by the temporary loss of officers and ratings from all sports teams when required for sea duty in the F.P.B. squadrons.

OPERATION "LOYALTY"

SHORTLY AFTER nine o'clock on May 15 the Britannia, bearing Her Majesty The Queen, rounded the West Oaze Buoy. The 2nd Fast Patrol Boat Squadron, under the command of Lieut.-Cdr. Dickinson, closed the Royal Yacht from ahead at high speed, and, wheeling round, took up station on the quarters and bows as Her Majesty's personal escort as far as Westminster Pier. H.M.S. Duchess, which had been the ocean escort since leaving Gibraltar, passed up Britannia's port side and cheered ship on being relieved of her duties. The four boats, Gay Bombardier, Gay Charger, Gay Charioteer and Gay Fencer, formed a square about the Royal Yacht at one cable distance, and from our positions there we caught many a glimpse of the Royal Family.

feast of affection that London was going to set before the Queen.

Thames-side reception

To set down any individual example of outstanding enthusiasm by any single part of London's Thames-side would be nearly impossible. One does not measure affection by volume of sound or even by weight of numbers; its quantity is very rarely visible and its quality never. The shouts for the Queen outside Buckingham Palace sound identical with those heard inside Wembley at a cup final. However, one found that the size of the lump in one's throat was directly proportional to the sincerity of the welcome. One found it appeared when we passed cheering children, some of whom are ignorant of who or what she is, or of what she looks like, or even of why she was sailing up their Thames in her yacht, but all knowing that she is a splendid person whom everybody loves.

The Thames is, indeed, an enormous artery through which London pumps the wealth of the country to enrich its neighbours, and sailing into the great city one sees the mighty factories and docks that produce and transport this energy throughout the world. Stately liners, throwing decorum to the winds and garbed in their gaudy best, hooted like excited children at a party. The cock-a-doodle-does of 30 or 40 ships' sirens all going under maximum pressure became nearly unbearable at Tilbury and London docks, and one prayed for a moment's silence. Being afloat, one never got rid of the hoots and toots of the ships, but there were moments when the cheering of the people at the water's edge was definitely winning. At the Royal Naval College, Greenwich, three mighty roars burst forth and rolled over the waters to the Britannia and simultaneously a forest of white caps circled in the air. Woolwich, Silvertown, Greenwich, Wapping, in fact all parts of London, had their special greeting for the Queen as she sailed past them.

At half past one we reached the gateway to the City of London, the Tower Bridge. This was, without doubt, the most impressive and breath-

the Commonwealth and Empire was over. It now only remained to see her safely to her home at Buckingham Palace.

Royal Family reunited

The Royal Family was reunited in the Royal Yacht, where they had lunch. At three o'clock they disembarked into the Royal Barge. One noticed the familiar personal touch of the Queen when the Royal Family said good-bye to the four sailors who had looked after Prince Charles and Princess Anne during their stay in Britannia. At five past three the procession to Westminster left Battle Bridge Pier, headed by the Port of London Authority barge Nore, Gay Bombardier and Gay Charioteer, with Gay Charger and Gay Fencer astern, and accompanied by police launches. The F.P.Bs. and the Royal Barges passed under the centre spans of all the bridges, while the police launches took the wing arches. From the Thames it appeared that the whole of the United Kingdom had emptied itself into London to greet the Queen, for the Embankment, the large buildings, and all the pleasure boats, were alive with thousands upon thousands of cheering citizens. H.M.S. President and H.M.S. Chrysanthemum cheered ship as the Royal procession passed, and both ships had assumed a heavy list towards the centre of the river.

At twenty past three Her Majesty disembarked at Westminster Pier and our part in the ceremonies was at an end. We had brought the Queen from the Nore to Westminster and it was with intense pride and a certain amount of relief that we watched her take her first step on to English soil. The whole passage was an experience that none of us will ever forget, and all the hard work we had put into the appearance of our boats was very well worth while. Her Majesty's reception throughout had been sincere and spontaneous and a supreme example of our love and faith in her as our Sovereign. The pageantry of her return, from guards and bands to dipping crane jibs and hooting ships, was without parallel in the history of the River Thames; it was almost too incredible to be fact and made one believe that should governments fall and our foundations shake, here was something that was steadfast. Our monarchy was indestructible and binding, the Crown encompassed the British Commonwealth and Empire and made it one nation.

Command News continued on p. 10

Notice to Contributors

PLEASE INDICATE ON YOUR ARTICLE THE NUMBER OF WORDS, AND SEND IN YOUR NEWS AS EARLY IN THE MONTH AS POSSIBLE

make a draft here rather an unpleasant thought for the natives of Portsmouth. However, since Ceres has become permanent in Wetherby, great strides have been taken in the provision of married quarters, both for officers and ratings. Originally the number of married quarters for officers was three, and for ratings 15, these being supplemented by Admiralty-leased flats, many people thus enjoying residence in the floral resort of England, Harrogate. Harrogate is some nine miles from Wetherby and naturally entails a certain inconvenience in travelling. This is now being remedied by the conversion of existing accommodation blocks into a further 16 bungalows and the construction of 22 new permanent houses for ratings. Similarly, it is planned to build 15 houses for officers on what is at present one of Ceres sports fields. Ceres is ideally suited for the sporting enthusiast. Dog-watch sporting activities in the summer consist of cricket, basket-ball, athletics and soft-ball, and the instructional staff are encouraged and expected to take part. Thus a draft to Ceres is not as unattractive as its situation implies.

INDEFAT'S COLUMN

SINCE WE carry such a small number of the offspring of Pompey, one would think that we hardly qualify for space in the Command newspaper. However, our complement of 35 instructors carry so much of the burden of the ship's work on their backs that,



OPERATION "LOYALTY"

Her Majesty The Queen returns home

H.M. Royal Yacht Britannia, escorted by one of the "Gays," while on passage through the Solent

We had read in the papers a few days before of preparations that were being made for the Queen's reception both afloat and ashore, but probably none was more heart-warming than the armada of boats and yachts off Southend Pier, headed by the Mayor in his robes. Every vessel that could float had put to sea to meet their Queen, and buffeted enthusiastically on the choppy Thames along the Royal route. Soaked but happy, they waved any brightly coloured garment that was close at hand, be it their own or their neighbour's. This was our first taste of the welcome that was awaiting Her Majesty all the way to Westminster. It was the entrée of a great

taking moment of all. As the Britannia glided under the bridge the Queen entered the City, to be greeted by the Lord Mayor in his barge, manned by seamen boys from the Arethusa. This moment was not only moving from the spectators' point of view, but also it must have been unforgettable for Her Majesty as she caught sight of the Queen Mother and Princess Margaret waiting to greet her on Tower Bridge jetty. Family reunions are experiences felt deeply by every individual, and one instinctively sensed that the mass of cheering people understood that the climax of a triumphant return had arrived. The Queen had returned to the mother country, and the tour of

A Family Affair

The men of the Royal Navy have supported and administered The Royal Naval Benevolent Trust since it was established in 1922. During the past year the following amounts have been expended in carrying out its primary beneficial objects: over £138,690 in individual grants to serving and ex-serving Naval men, their families, widows, orphans and dependants, who were in necessity or distress; and £29,310 in grants to Kindred Organisations and Children's Homes; and £15,710 for training and finding employment.

It administers and maintains its own Children's Home in Edinburgh; a Home for Aged ex-Naval Men in Gillingham; and the Naval School of Motoring, Portsmouth, where Naval men are taught to drive and service motor vehicles.

THE ROYAL NAVAL BENEVOLENT TRUST

LOCAL OFFICES:

Chatham: Batchelor Street.
Devonport: Stopford Place, Stoke.
Portsmouth: 106 Victoria Rd. North, Southsea.
HEAD OFFICE: High St., Brompton, Chatham.

Command News (contd.)

H.M.S. PERSEUS en voyage to Singapore

THE FERRY carrier H.M.S. Perseus is on her way to Singapore with a truly amazing variety of cargo. Green Line buses for Kure from the W.V.S., tons of "comforts" for the troops in Malaya, aircraft, a fire engine, Royal Navy transport, caravans, even a concrete mixer.

About 200 Service personnel are being brought to various ships and shore establishments in the Far East.

At Malta the helicopter squadron disembarked and made a fine picture as they took off from the flight deck to fly to Hal Far.

Sports parties took advantage of a brief stop at Gibraltar to go ashore for some exercise.

A party consisting mostly of midshipmen and boy telegraphists, visited places of interest in Malta, such as St. Anton Gardens, Rabat, and the dome at Mosta. Much to the glee of the rest of the party some of those who delayed coming down from the dome found themselves locked in some hundreds of feet up. However the guide was found eventually and all returned safely to the ship after a really good meal at the Under-Twenty Club.

The high-light of the voyage so far was the day when we passed within 100 yards of the Royal Yacht between Malta and Tobruk. A royal salute was fired and three cheers given for Her Majesty, who graciously replied with the signal "You did that very well. Splice the mainbrace. E.R."

Rehearsals for the ship's concert, which has just taken place, occupied a good deal of recreational time and revealed much talent.

At the moment we are looking forward to a trip to Sigeriya, the ancient capital of Ceylon.

VICTORIA BARRACKS, V.I.P.

YES, V.B. is a Very Important Place when we remember that a very high percentage of us first became acquainted with Navy ways within its red brick walls, those products of the Victorian - Thuringian - Scottish-Gothic style of architecture. Most of us carried out Joining Routine therein and "kitted up," an operation originally designed to ensure the retention of our nether garments when being landed from a hovering helicopter. There we learned the ancient craft of dressing as a seaman and lashed our first hammock, how to march and salute, to bath and wash clothes, to present arms and fire a rifle. There patiently we were examined - our bodies, eyes, teeth, brains; and although to those who instructed and trained us we were separate beings, each with many varied peculiarities, we grew aware of our places in the vast organisation of the Service and of how we should fit in as the small moving parts of a mighty fighting machine.

Our ideas of how we should behave and what we should do as soon as we went back home on leave began to change, for already we were becoming old salts. We could say, with a certain air, to our pals still in "Civvy Street," "Roll on my flipping 12," knowing full well that it sounded impressive to the ears of the uninitiated.

Some of us perhaps would like those days over again so that some things could be altered. We should like to show that instructor that after all we are not such clodhoppers, that we can move the left arm with the right leg, and that changing step is a gift. We remember the day when we approached that kindly looking man and said, "Wotcher, chum; got a good job here?" and realised later that he was called the "Buffer." Some of us enquired innocently of a man who looked a knowing sort, "Where can I flog these, cock?" and found out afterwards the duties of the "Crusher." Perhaps we were one of those sentries who halted a civilian and then, having identified him as Lieut.-Cdr. Dash, said carelessly, "O.K., chum. You're late, aren't you?"

We have learned—some of us easily, some the hard way; but however we learned, we contributed our share to the life-stream that passes ever onwards through Victoria Barracks. Whatever we did in our naval cradle, we owe something in return for the firm yet understanding discipline of the nursery. How can we repay? The answer is quite simple. It is by our behaviour back in the home town, by fair reports and sound advice to our townies, by a helping hand to a "nozzler," by personal pride and pride in the Service, by living a man's life—a sailor's. It's up to us.

"Disce ut servias"

H.M.S. GLASGOW

MILLIONS OF English listeners were given a last vivid picture of H.M.S. Glasgow during the broadcast commentary of the Queen's return home from the Commonwealth Tour. The ship was steaming past H.M.Y. Britannia at 25 knots, making her farewell salutations to Her Majesty, prior to proceeding to Portsmouth for recommissioning. The ship had, by that time, escorted the Queen and the Royal Family for over 2,000 miles, first meeting the Royal Yacht on its way from Tobruk, about 200 miles to the east of Malta. In brilliant Mediterranean weather, the picture of the line of cruisers, Glasgow, Gambia and Bermuda, and two Daring class ships on one side and a line of destroyers on the other side of Britannia, was a sight that will live long in the minds of those who were privileged to see it. Each ship fired the royal salute as the Britannia was closed, and then, the lines wheeling inwards, passed close to the yacht for the ships' companies to cheer Her Majesty and welcome her back.

While at Malta, the Queen and H.R.H. The Duke of Edinburgh paid the ship the great honour of graciously consenting to be photographed with the ship's company.

As flagship to Admiral the Earl Mountbatten of Burma, Commander-in-Chief Mediterranean, H.M.S. Glasgow has carried out many important missions in and around the Mediterranean area during the past two and a half years, but ships of the same name have been making history for the past two and a half centuries.

A search into the records shows that the first Glasgow was a sixth-rate ship, commissioned in the Scots Navy in 1696 as the Royal Mary. At the Union of Scotland and England in 1707 this ship became a unit of the British Navy and was renamed Glasgow. Since those days there have been six other ships of the same name and all have played distinguished parts in shaping the destiny of the British people. One ship, a turbine cruiser, took a leading part in the Battle of Coronel in the Falkland Isles in the first World War.

The present ship was commissioned in 1937 at Greenock and during her 17 years has served in many parts of the world, especially in the Mediterranean and the East Indies. Her total mileage covered is now about the half million mark, or about twenty times the distance round the world. In the second World War together with H.M.S. Enterprise, she took part in an action which sank three German destroyers and damaged four more by devastating gunnery. This was on December 28, 1943, and has been known as the Holy Innocents' Day action. She also took part in the evacuation of Norway and was several times damaged during the war, the scars of which she carries to this day.

A lively contact has been maintained with the city of Glasgow and two years ago a beautiful silver galleon, a model of a former Glasgow, was presented to the ship.

The ship, having had a very short spell at Portsmouth for recommissioning, and again making history as the first ship to commission under the General Service Commission scheme, is sailing very shortly to become once again flagship to the Commander-in-Chief Mediterranean, and no doubt the new commission will achieve and maintain the high standards attained in the past.

In Memoriam

A. P. DAVIS, E.M.L., H.M.S. Excellent, died May 9, 1954.

F. D. HARDING, C.P.O. Tel., H.M.S. Mercury, died May 13, 1954.

H.M.S. ROYAL ARTHUR Down in the country

IF YOU turn off the Great West Road at Pickwick and drive for half a mile you will come to a broad new road that seems strangely out of place, and is bounded on either side of its half-mile length by a high wire fence. Even more out of place is the large modern post office on the corner. Both road and post office were built for what was to have been the town of Hawthorn. After the beauty of the Wiltshire countryside, the sight of Hawthorn is distinctly depressing.

The displaced persons' hutment camp at the lower end of the road does nothing to improve the view. If, however, you follow the side road that leads round the back of the camp, you

may suddenly be startled to see the White Ensign. You have arrived at H.M.S. Royal Arthur.

As you drive through the gate you will be struck with the contrast to its surroundings. The lawns and flowerbeds are neat and beautifully kept, the roads are clean, the quartermaster and his staff on the gate are smart; even the atmosphere of the place is different. There is a friendly feeling of cheerfulness and enthusiasm that is infectious.

Originally, the camp was one of the many built during the war to accommodate industrial workers. Three of the camps were later taken over by the Admiralty to form H.M.S. Royal Arthur, the New Entry establishment. On January 2, 1947, although remaining part of Royal Arthur, Kingsmoor Camp began its life as the Petty Officers' School, including on its staff H.R.H. The Duke of Edinburgh, then a lieutenant. When the New Entry establishment closed down in 1950, Kingsmoor remained and also retained the ship's name.

As the essential link between officers and men, the petty officer must be of the highest standard if the Service is to be an efficient one. It is the school's job, not only to help the petty officers attain the standard, but to see that the standard itself is not allowed to deteriorate. The main object of the school is therefore to explain to petty officers the meaning of leadership and the qualities required in a leader.

Theory alone, however, is not sufficient, and so half the syllabus is designed to give the petty officers the chance of putting into practice what they are taught and of developing their qualities. The remainder of the instruction is designed to give petty officers a general knowledge of the Service, much on the lines of a staff course.

The syllabus is naturally a very full one and demands a high degree of concentration, but it is by no means dull work. There are periods of relaxation and even entertainment such as the defaulters, court-martial and other demonstrations, while on the practical side there are general drills, an escaping prisoner exercise in the country and an obstacle course. Most popular perhaps are the dog-watch games which, although not compulsory, are played and attended with keen enthusiasm.

The feelings of the petty officers on joining vary from interest to boredom and even apprehension. They are, however, unanimous in their general opinion at the end of the course—it was well worth doing! Perhaps the most heartening aspect is the remarkable team spirit the courses develop in the short time that they are at the school, a spirit which it is hoped they will keep when they return to their ships and establishments.

H.M.S. PHENIX

WITH DRAFT chits falling like leaves in autumn, due to the revised schemes of sea-going commissions, Phoenix nevertheless has managed to keep well occupied with sport and entertainment.

We have finished with inter-port soccer for the season, and the inter-port cricket is well under way. Due to the drafting situation, we have not entered for any league this season, but are prepared to meet anyone in a friendly. The tennis court is being well used and we hope to make a name in the inter-port knock-out competition.

The term opened well, for the second day saw the B.B.C., with the "Miles Ahead" programme, perform in front of a packed house in the cinema. All ears will be alert on Friday, June 25, at 7.30 p.m., when the Phoenix programme goes out on the Light wavelength. One thing is certain that P.O. Wood's answer to the quiz master's question, "From what plant do we get linseed oil," will cause a laugh. The programme was very well done, and we are looking forward to the next, which our tame spy says "will be in the near future."

On Wednesday, June 16, a bunch of "chucker-uppers" leaves for Earl's Court to cheer the Portsmouth field-gun crew on to victory against last year's winners, Devonport, when they meet in the evening run. Let's all hope that Pompey will really pull it off this year and return with all three cups.

What with millions of flower seeds, flowering shrubs, tennis courts and playing fields being prepared, anyone who knew Phoenix last year, or earlier, will have a pleasant shock.

Accommodation, too, has not been forgotten. All messes are being repainted, painted, roofed and in some cases rebuilt. A very certain example of our own name Phoenix arising from the dust.

P.S.—Any takers for a friendly water-polo match?

All good wishes for a rising circulation from H.M.S. Phoenix.

More Command News on p. 12



Oil fire in H.M.S. Charity off the coast of Korea

H.M.S. CHARITY

VERY LITTLE has been said about the achievement, during the Korean War, of the Portsmouth-manned destroyer Charity.

The Charity, being the only "CH" Class to participate in the Korean War, sailed from the Mediterranean to join the Eighth Destroyer Squadron in the Far East in 1950, where, until the signing of the Armistice, many events were proudly achieved.

During the Korean War, Charity steamed 126,000 miles, this being the Fleet record.

H.M.S. Charity, succeeding in destroying a whole train, automatically became a member of the "Train Busters' Club," a club proudly instituted by the Americans—although it is a fact that there were more British members of this club than American.

In the early part of the war Charity was commanded by Lieut.-Cdr. P. Worth, D.S.C., R.N., who was super-

seded by Cdr. J. A. C. Henley, D.S.C., R.N., in the autumn of 1951.

On the latter's supersession in June, 1952, up to early summer, 1953, the greatest disappointment throughout Charity's commission came when the then Captain, Cdr. R. Gatehouse, D.S.C. and Two Bars, R.N., announced to the ship's company that he was, on medical grounds, returning to the United Kingdom.

This indeed was sad, but not so sad as it was gratifying when, in contrast, we heard after our Captain's return that he was quite fit and was becoming the new Commanding Officer of H.M.S. Tenacious.

Until the end of this great ship's commission, Charity was commanded by Lieut.-Cdr. C. M. Harwood, R.N., late First Lieutenant.

There is not the least doubt about the motto given this small ship, "The Greatest of These."

Leading Writer James Keith



LONDON

THE INTERNATIONAL convention on oil pollution, adopted unanimously in London by delegates from 40 countries, provides for coastal zones throughout the world within which no oil may be dumped from ships into the sea. This agreement, however, will not come into force for 12 months. Many experts believe that the only real solution is to stop dumping at sea altogether. This would mean providing expensive facilities at all ports.

MANCHESTER

A fierce correspondence war has raged recently in the columns of a northern newspaper. Bakers, confectioners and ordinary citizens have argued about the correct names which should be used to describe various products of the kitchen oven. One correspondent laid down the following principles:

- All pies have tops.
- All tarts have bottoms.
- Things like pudding-basins are bowls.
- Things like washing-up bowls are basins.

SHELTORPE, LINCOLNSHIRE

Builders stopped work on part of a new bungalow while blackbird fledglings learnt to fly. The parents built the nest in a ventilator before the roof was put on.

SAHARA

Oldest inhabitant: "All this country needs is a little water and some good people."

Explorer: "That's all hell needs, too."

CANADA

During the past seven years, Canada's production of oil has increased more than 10-fold, and she has become one of the world's leading producers. In 1947 she produced only 9 per cent. of the oil she used. It is expected that by 1955 she will be entirely self-sufficient. The oil boom has been due to the discoveries of oil in Alberta. As yet, only a fraction of all the possible oil-bearing land in Canada has been covered.

TRIESTE

British officials approach hopefully the next move in the Trieste dispute.

They have found recently a much better spirit of good will between the Italians and the Yugoslavs, and a get-together to discuss partition may now take place.

TAIPEI, FORMOSA

Generalissimo Chiang Kai-Shek has been installed as President of Nationalist China for a further six years.

ROTTERDAM

About half the devastated area of Rotterdam, blitzed in May, 1940, has now been rebuilt.

THULE, GREENLAND

Four G.I.s, and an American civilian scientist have returned to Thule after living for four months on T-3. T-3 is an island of ice which has for years been drifting round the North Pole. The five have been studying pack-ice conditions and the strange sluggish currents in which the island drifts.

OTTAWA

Of 28,233 immigrants who landed in Canada in the first quarter of 1954, 7,882 were from Britain and 6,156 from Italy.

BENEVENTO, ITALY

Doctors here are investigating the case of a 42-year-old man who said he went to bed with a severe headache and woke up to find hair on the pillow and none on his head.

CHANDIGARH, PUNJAB, INDIA

Chandigarh, the new capital of the Punjab, is an artificial city which will cost about 12 million pounds for a population of 150,000. In 1947 the Sikhs and Hindus of the Punjab lost Lahore, their beloved capital, to Pakistan. Chandigarh was planned by an American architect. A Frenchman and his team, including two British architects, are responsible for the building of the city.

DOUALA, CAMEROONS

Wine is sold here by the minute. A rubber tube from a cask is handed to the customer, who drinks as much as he can in the time.

DOCKYARD NOTES . . .

WHAT IS THE DOCKYARD?

PROBABLY ALL readers of this paper have a general idea of what the Dockyard does — but the following details may be news to many. Although the primary purpose of all Royal Dockyards is to build, modernise and repair Her Majesty's ships, it is not practicable to employ anything like the whole labour force on that vital job. Portsmouth Dockyard is, in fact, not able to have more than about one half of its total manpower so employed. A considerable proportion are working in Fleet Shore Establishments over a wide area. Others have to provide services of various kinds to ships which come to Portsmouth to give leave, but are not in for docking or repairs. A further large slice of labour has perforce to be devoted to the maintenance of the Yard's own services, machinery and plant.

Another point, often overlooked or misunderstood, is that the Dockyard is not to be compared with any single factory or business, however large. Rather it is an association of a number of very large "firms." The constructive, engineering, civil engineering and electrical departments for example, are very largely self-contained, each under its own manager—with staffs of the order of 6,000, 4,000, 2,500 and 3,000 respectively. One of the more important functions of the Admiral Superintendent is to co-ordinate the work of these various departments and to see that the requirements of the Fleet are met.

PERSONALITIES

TELEPHONE EXCHANGE operator at Roche Court, Mr. A. E. (Ted) Bennett, retired on May 26 after 43 years' government service. He commenced work in the dockyard in 1912 as a driller and after losing a leg in the first World War he took up duty as a telephone operator in Royal Clarence Yard in November, 1915. He served there until the Victualling Depots Southern Area Headquarters were moved to Roche Court, Fareham, in 1946. It is Ted Bennett's proud boast that he was never late during the whole of his service and that during this period he served under six superintendents.

Mr. Fred Pook, acting storehouse assistant, age 56 years, playing for

Royal Clarence Yard against R.E.M.E. in the first match this season in Division II of the Gosport Cricket League, took 6 wickets for 6 runs in 9 overs, all bowled. Mr. Pook has been playing for Royal Clarence Yard for the past 27 years and has created many bowling records.

He has played in three representative games, headed the bowling list in the Gosport League in 1950 and has been runner-up on four occasions.

His best performance was against Crofton when he took 7 wickets for 5 runs.

TUGS NEW AND OLD

H.M. TUG SAMSON has recently arrived at Portsmouth from her builder's yard. This fine tug, 175 ft. in length and 3,000 h.p., is a welcome addition to the yard craft attached to this dockyard. A unique feature for Her Majesty's dockyard tugs is her all-weather bridge, from which her master is able to handle her without exposing himself to the elements. At the time of writing she is undergoing trials, but soon her handsome, rugged lines will become familiar to the dockyard scene.

The new tug will throw into sharp relief the "grand old lady" of the harbour, H.M. Tug Volatile. This sturdy old paddler with her distinctive "goal-post" funnels is now in her 55th year of service. Despite her age she is still giving excellent service, and although speed is no true criterion of a tug's prowess, it is of interest to note she can outpace all other paddle tugs in the harbour.

D.E.C.S.A.

WHO, WHAT, is D.E.C.S.A.? Although first formed in 1926, we still hear this question. Formed as stated in 1947 under the guiding hand of Mr. Jewell, Secretary to Admiral Superintendent, it was generally referred to as the Central Sports Association.

Owing to the dispersal of personnel and Service commitments, activities were dormant during the war period, but under the leadership, wise counsel and drive of Rear-Admiral Llewellyn Morgan, Admiral Superintendent (now Sir Vaughan Morgan) activities were revived in July, 1947.

Following the Service practice of abbreviating names by the use of

initial letters the Dockyard Establishments Central Sports Association became known as Decsa.

The objects of the Association are to foster and co-ordinate all sport for the mutual benefit of all employees in dockyard and naval establishments (Portsmouth area).

Our club headquarters are at Onslow Road, Southsea, where our Indoor Games League play all matches. In addition to the games room we have a hall where we cater for members and their families with concerts on Sunday evenings, whist drives on Mondays, old-time dances on Tuesdays, badminton on Wednesdays and Thursdays and a popular dance on Saturdays. Friday evenings are usually occupied by social functions of the various departmental and shop or sectional clubs.

The angling section is arranging an interesting programme with various competitions and inter-club fixtures. The bowls and tennis secretaries are also busy making detailed arrangements for what promises to be a successful season. In addition to league and cup competitions a rink and pairs knock-out tournaments between clubs representing C.E.O., C.E.M., Coppersmiths "A" and "B," Factory, Joiners, Pneumatic Plant, and T.E.O. The section is also competing in Division III of the Portsmouth District Bowls League.

The tennis section will be running a league of two divisions comprising A.E.W., A.S.R.E., C.D.O. "A," E.E.M., R.N.A.D., and U.C.W.E. in Division I, and Coppersmiths, C.D.O. "B," Joiners, M.B.E., D.O., and Recorders in Division II.

It is also intended to enter teams in the Portsmouth and District and Inter-Firms Tournaments.

In the Indoor Games League some interesting tussles have accrued. It is interesting to record that the Factory and Joiners have not been defeated in a league fixture for three seasons.

The winners of the Individual Knock-out Tournaments are: Billiards D. Mullett; rings, M. Smyth; darts, W. Baxter; shove ha'penny, A. Burden; table tennis, N. McDowell. The Factory managed to wrest the Knock-out Cup from the Joiners.

In the whist knock-out competition, the Joiners beat the A.E.W. in the final. These clubs have contested the final for four successive seasons.

YOU REALLY DO BUY BETTER AT BERNARDS

BERNARDS have recently opened a Men's Wear Shop at Commercial Road, in Portsmouth.

Here, the Royal Navy Officer will be able to choose his Uniform and Plain Clothes at leisure, taking time to appreciate the modesty of the prices asked.



Should it not be convenient to call at Bernards, a representative will gladly visit you by an appointment arranged through the Branch Manager or Head Office, while patterns and prices may always be obtained on request.

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Trade Advertisements, 4d. per word; minimum, 4s.

Name and address of advertiser must accompany each advertisement. Box Number, 9d. extra.

While every effort will be made to ensure that copy is printed exactly as required, the committee cannot be responsible for any errors or omissions, or loss occasioned through such cause.

Advertisements will only be accepted subject to these conditions.

ACCOMMODATION

TWO FURNISHED ROOMS, use of kitchen and bathroom. One child accepted. 45s. per week.—Mrs. Beatty, 18 Hayshot Road, Southsea.

TWO FURNISHED ROOMS, use of kitchen and bathroom. One child accepted. 40s. per week. View in evenings.—Mrs. Kinsella, 59 Hewitt Road, North End.

TWO FURNISHED FLATS. No children. 3 to 3½ gns. per week.—Mrs. Goller, 9 Nightingale Road, Southsea.

FURNISHED HOUSE, available for 3 months; 2 bedrooms, sitting/dining-room, kitchen, bathroom. Children accepted. £4 per week.—Mrs. Bridal, 33 Malins Road, Portsmouth. Phone 33100.

FURNISHED ROOMS: 2 bedrooms, sitting-room, use of kitchen and bathroom. One child accepted. 45s. per week.—Mr. Tate, 17 Devonshire Avenue, Southsea.

FURNISHED FLAT: 2 bedrooms, sitting-rooms, kitchen, share bathroom. Children welcome. 3 gns. per week.—Mrs. Wheeler, 22 Waverley Grove, Portsmouth. Phone 31912.

DOUBLE BED-SITTING-ROOM available for bed and breakfast. 2 gns. per week per person; 9s. nightly.—Mrs. Seymour, 25 Nelson Road, Mile End, Portsmouth.

DOUBLE BED-SITTING-ROOMS available for bed and breakfast. 2 gns. per week per person; 9s. nightly.—Mrs. Busby, 3 Nelson Road, Portsmouth.

TWO FURNISHED FLATS. Children accepted. £2 15s. per week.—Mr. Ripley, 21 St. Edward Road, Southsea.

THREE FURNISHED FLATS. Children accepted. 3½ to 4 gns. per week.—To view phone 6644. Mr. Henderson, Seafront House, Seafront Road, Hayling Island.

FURNISHED FLAT. No children. 45s. per week.—To view phone 73100 on Friday or Saturday mornings. Mr. Clinton, 562 Commercial Road, Portsmouth.

FURNISHED FLAT. Children accepted. 3 gns. per week.—View any day until 5.30. Mr. Cramp, 111 Prince of Albert Road, Portsmouth.

FURNISHED FLAT. Children accepted. 3½ gns. per week.—View any time. Mrs. Jerran, 40 Wallace Road, Waterlooville.

FURNISHED FLAT. No children. 3 gns. per week.—Mrs. D. Eiford, 9 Partland Road, Waterlooville, Hants.

ACCOMMODATION (contd.)

TWO FURNISHED ROOMS, with use of kitchen and bathroom. No children. 35s. per week inclusive of gas and electricity.—Mrs. Elliott, 17 Domun Road, Copnor, Portsmouth.

FURNISHED BED-SITTING-ROOM, use of kitchen and bathroom. No children. 30s. per week.—Mrs. McGrail, 127 Queen's Road, Buckland, Portsmouth.

TWO FURNISHED ROOMS. No children.—Mrs. Miller Richard, 3 Beresford Road, North End.

TWO FURNISHED ROOMS. No children. Moderate terms.—Mrs. Rook, 13 Stirling Street, North End, Portsmouth.

FURNISHED BED-SITTING-ROOMS. No children. 35s. per week.—Mrs. Hutch, 315a Copnor Road, Portsmouth.

FURNISHED FLAT. No children. £2 7s. 6d. per week.—Mrs. Prouting, 26 Salisbury Road, Cosham, Portsmouth.

FURNISHED ROOMS, use of kitchen and bathroom. No children. 35s. per week.—Miss Clapcott, "Lyncroft," Linden Grove, Gosport.

TWO FURNISHED ROOMS. No children.—To view apply Mr. Thompson, R.P. Training Office, H.M.S. Dryad, Ext. 53. Mr. Thompson, 72 Frensham-road, Southsea.

FURNISHED FLAT. No children. 3 gns. per week.—Mrs. Allen, 208 Copnor Road, Portsmouth.

TO LET FURNISHED, semi-detached 3-bedroom house; all modern conveniences, 4 gns. per week.—Apply C.P.O.S.M. A'gic, 19 Second Avenue, Farlington.

TWO ROOMS, kitchen and bathroom. £2 2s. 6d. per week; plus extra bedroom. £2 7s. 6d. per week. Available for 4 months.—27 Grayshott Road, Southsea.

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BLUEJACKET BAND . . .



LET US introduce ourselves to you in the Portsmouth Command. The Bluejacket Band was first formed in 1921 and, except for the period of the Second World War has kept going ever since. Unfortunately, owing to the manpower situation, the struggle has been decidedly uphill during the post-war period. However, this obstacle has been surmounted with some success.

Here are some of the Band's "high spots": Attendance at the funeral of King Gustav of Sweden (first time ever that the Band has left these shores); state visits of Queen Juliana of Hol-

land, King and Queen of Denmark, King Haakon of Norway; state opening of the Festival of Britain by His late Majesty King George VI; with the combined Bluejacket Band in Trafalgar Square on the occasion of the Coronation of Her Majesty Queen Elizabeth II; has accompanied the Royal Guard at the command performance of the Royal Tournament; and many other national events. Most of the personnel in the Portsmouth Command have seen the Bluejacket Band in action and, I'm sure, with some pride. What is not generally known is that the Band is always in need of volunteers. You don't have

to be a virtuoso. A little knowledge of a brass instrument, for the Bluejacket Band is a brass band, is all that is required. We will bring you along to the high standard expected of any band wearing the Queen's uniform. Write to the Bandmaster at Royal Naval Barracks, Portsmouth, who will be only too pleased to give you all details and "rope you in." If you prove worthy you will be able to spend your port service playing in one of the most popular bands in the south.

It is hoped to give a monthly review of the Bluejacket Band's activities, so keep your eye on the ball, and come along you volunteers.

Command News (contd.)



H.M.S. Siskin team, 1953-54 United Services League (Division I) champions, Home Air Command Cup winners, U.S. Challenge Cup winners and Navy Cup winners

Back row: A.A.2 Goodwin, E.A. Napier, N./A. Atkins, P./O. Tedder, A./C. Horton, N./A. Lavery and N./A. Tilley. Centre row: P./O. Sly, A.A.3 Scott, S.A.C. Warren, A./P.O. Goodwin, A.A.4 Manser, P./O. Ck. Mann and Sergt. Reed. Front row: C.A.R. Ridley, Capt. I. A. Sarel, A.A.2 Cutbush (captain), Cdr. (S) Page and Lieut.-Cdr. McIlveen

H.M.S. STARLING

OUR SUMMER term started literally smoothly. On a glassy sea, we left Portsmouth shortly after Easter on a flying visit to Zeebrugge. We were to assist in the annual ceremony which commemorates the famous action of Admiral Keyes during the first World War. A distinguished guest, Major-General C. R. W. Lamplough, accompanied us, as well as an immaculate guard made up of boys from H.M.S. St. Vincent. The Belgians proved to be most hospitable and made our visit both memorable and pleasant.

One would be inclined to imagine that life on the Starling is boring to the extreme, displacing the same water more or less every day. On the contrary. In the past few weeks we have been invaded on two occasions by hordes of Wolf Cubs, whose antics, I am sure, would have provided that eminent cartoonist, Giles, with plenty of material. They were, however, no trouble, and spent a very full day on board. They were shown the ship from stem to stern, and departed tired, happy and determined to join the Royal Navy. A group of Sea Scouts spent a few days on board, and were with us when we were called up to escort L.C.T. 4039 (having lost her rudder) into Portsmouth.

Two members of the ship's company, A.B.s Milsom and Baker, took part in the Squadron rifle shooting activities. A.B. Milsom excelled himself, winning individual firsts for distances of 300, 500 and 600 yards. At the prize-giving ceremony he was rewarded with two team medals, and for his individual efforts he received a silver medal and three bronze ones. Quite an achievement.

Lieut. Stark and A.B. Smellie were selected to play cricket for the United Services. A.B. Smellie has since been chosen as twelfth man for the Royal Navy XI versus Hampshire match.

The majority of the ship's company are training rigorously to compete in the Squadron regatta, which takes place later in the year. The enthusiasm is very apparent, perhaps they have heard about the handsome silver cups that are to be presented as prizes this year.

By and large, the term so far has consisted of many interesting diversions, lending a much happier atmosphere to the daily round.

RE-ENGAGEMENT

An able sailor, though resettled,
Found himself completely nettled,
For his proud, determined spouse
So employed him in the house
That never had he been so tired
Since his naval time expired.
Then strong words he harshly
Muttered;
He knew where his bread was
Buttered,
And though his missus stormed and
Raged,
He hurried off and re-engaged.
Knowing that the domestic
Tension
Would ease before he took his
pension. H.G.M.

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RESERVE FLEET

Operation "Glamour"

NINE SMALL ships of the Reserve Fleet lay alongside the Detached Mole at Gibraltar. On Tuesday, March 23, their normal routine was rudely interrupted when they were invaded by a swarm of "Mrs. Mops," armed with scrubbers, brushes, pots and paint. Operation "Glamour" had commenced.

These nine ships were to be painted overall so that they would present a good appearance on the occasion of the visit of H.M. the Queen and the Duke of Edinburgh to Gibraltar. As the Reserve Fleet personnel were far too few to carry out this task, the Commander-in-Chief Mediterranean (Admiral the Earl Mountbatten) had allocated the task as an evolution to the Home and Mediterranean Fleets during the Combined Fleet meeting.

At 0805 on Tuesday, March 23, parties from ships of both Fleets converged on these nine small ships and set about the job of giving them a new look. The first stage of Operation "Glamour," the washing down of the ships, was finished on the first day. The assault was renewed on the next day, and the second stage, "Paint Ship," was completed by that evening.

The evolution had been carried out with complete success. The Reserve Fleet ships, magnificent in their newly acquired splendour, formed a fitting part of the scenic background before which was staged H.M. the Queen's visit.

Athletic meeting

The athletic sports meeting of the Reserve Fleet at Portsmouth, comprising the Flagship Group and the Reserve Fleet Division, Portsmouth, was held at H.M.S. Excellent on the afternoon of Thursday, May 10. Arrangements for the meeting were made by the R.F. Division, H.M.S. Bellerophon. Two teams from the Flagship Group and six from the Division.

Interest was maintained throughout the meeting, the lead see-sawing between three teams. The final placing depended upon the result of the last race, the formidable Whale Island obstacle race.

Mrs. Eaton, wife of Rear-Admiral J. W. M. Eaton, C.B., D.S.O., D.S.C., presented the shield to the winning team, the Group Seamen.

The final placing was: 1, Group Seamen; 2, Supply and Secretariat; 3, Flagship "B."

Events and winners:
100 Yards, Junior: S. M. Turner (Flag "B").
Boat Race: Group E.R.
100 Yards, Senior: S.M. King (H.Q.E.R.).
Sack Relay Race: Group Seamen.
440 Yards: E.R.A. Brown (Group E.R.).
Bicycle Race, One Mile: A.B. Gammon (Group Seamen).
100 Yards, Officers: Sub-Lieut. (S) Coates (Flag "B").
Obstacle Medley: Flag "B."
One Mile Medley: Supply and Secretariat.
Veterans' Relay: Elgas.
Commanders' Slow Bicycle Race: Cdr. (L) Brown (H.Q. Group).
Whale Island Obstacle Race: Supply and Secretariat.

H.M.S. FLEETWOOD

Home Port Service

ON JUNE 1 H.M.S. Fleetwood, like many other ships in the Navy, comes under the category of Home Port Service, where time spent on board is rated equivalent to that spent in any depot ashore.

This should and could produce some very interesting topics of thought and conversation. For instance on June 1 Fleetwood will be somewhere in the North Scottish waters, and the odds are that she will be either rolling or pitching slightly, or more probably heavily.

What then happens to the elements on this memorable day? Do the seas at once assume that calm, placid and unruffled appearance akin to the parade in Royal Navy Barracks and the soccer pitch in Vernon, or is this the change to be felt in the other direction? Is the peace and quiet of some unsuspecting shore establishment to be rudely shattered by a series of 20-foot waves thundering through the main gates? Are we to be treated to the spectacle of seeing gate staffs clinging to their life-lines whilst the wind screams and shrieks round and round the stately buildings, scattering salt spume in an offensive manner at all and sundry?

On the other hand maybe the ship's company of some ship will awake one morning and find the Bluejacket guard and band marching and counter-marching round the bollards and stanchions on the quarter-deck or find that a new flower bed has been skilfully laid on the forecastle.

Do the shore establishments now join in with us on the Emergency Destroyer Duty List, or are all other ships, large and small, going to promise not to get into difficulties and trouble? Thus we can wash out all E.M.D. duties. This, I am sure, will please all "sea-going" natives.

In view of this change are we to assume that a new rating will shortly be introduced into the Service. That of Bricklayer 1st, 2nd and 3rd class? In a period of 62 days H.M.S. Fleetwood has steamed 9,155 miles* and, if this state of affairs is to continue, we can foresee lots of defects in our "brick-work" in the near future.

But to be branded the man who was sea-sick in a shore establishment would be the greatest indignity of all.

So many people take things for granted these days that it is quite refreshing to come up against those who appreciate help, however small. The case I refer to is that of the yacht Alvena and H.M.S. Fleetwood.

Fleetwood was carrying out exercises off Land's End on the morning of May 4 when a distress signal was received stating that a yacht was drifting in an area south of Ireland. The weather at the time was not good and the warship developed rather a heavy roll as she turned towards the yacht's position. The state of the sea during the previous day and night had not been too gentle—the wind reaching gale force on several occasions, so that the crew of Fleetwood, in the majority, were not feeling so bright when the ship reached the yacht, some six hours after receiving the signal. Alvena was, by that time, being towed by a French fishing boat and as the weather was rapidly clearing up there was nothing Fleetwood could do and so, after the Commanding Officer, Lieut.-Cdr. C. M. Stocken, D.S.C., had assured himself that everyone in the yacht was safe, the warship returned to her original position and carried on with her exercises.

Quite naturally most people on board had something uncomplimentary to say about the yacht, its owners and its crew for leaving in such weather and causing so much trouble. Two days later, however, these remarks were withdrawn when a card was received by the Commanding Officer from one of the owners on board Alvena, thanking him and his officers and men for the trouble they had been put to, and thanking him for the offer of help. Four days after that a letter reached the Captain, which was forwarded from the Commander-in-Chief Portsmouth. This letter, from Cowes, came from the other owner and also thanked everyone for the offer of assistance, adding: "It must have been a heartening sight for those on board to see the Navy standing by." The remarks by now were quite complimentary. The yacht owners need not have sent their thanks—they could have taken Fleetwood's arrival as a matter of form, because after all, the Royal Navy is afloat for just such purposes. The fact that they showed their appreciation shows also that there are still some people around who have an unselfish outlook on life. Good luck, Alvena.

C.P.O. Savile

*The young lad on the Saintes who poked his head out of a port as Fleetwood passed in harbour the other day, and as the two ships were saluting each other, shouted "Why don't you get some sea-time in?" wants to notice this.

More Navy News!

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★ SHOW NOTES ★

Theatre

A new production of the seventh longest run in the history of the London theatre, "Seagulls over Sorrento," by Hugh Hastings, visits the King's Theatre, Southsea, in June, with Wallas Eaton in the leading role.

Wallas Eaton, from 1948 a member of radio's "Take it from Here" team, will be seen as ex-barrow boy A.B. Badger, one of a group of nine sailors who have volunteered to take part in a dangerous experiment at a small naval research station off the coast of Scotland.

Films

Glynis Johns is back at Pine-wood Studios as a mermaid in the Technicolor comedy "Mad about Men"—but a super mermaid this time. She hasn't only one tail, but four. These are not all being worn at once. One is for sitting in, another for lounging, the third for swimming and the last as a stand-by. All the tails had to have Glynis's approval. "The last time I played a mermaid on the screen," she says, "I looked like a sardine."

R.K.O. Radio hired a couple of professional fishermen to bring in live sharks at £70 a head for scenes in their Technicolor and SuperScope adventure drama "The Big Rainbow," co-starring Jane Russell, Richard Egan and Gilbert Roland. There was one provision—the fish had to be over eight feet long.

It is an unusual role for Barbara Stanwyck in "Cattle Queen of Montana," the Benedict Bogeaus Techni-



Jane Russell in two scenes from "The French Line"

color production in SuperScope for R.K.O. Radio release, which she will make this summer. The popular and versatile actress will portray a fiery, self-reliant woman who, upon the death of her father, takes over his ranch holdings, including a herd of 10,000 cattle. The original screenplay, by Thomas Blackburn, is set in the late 1800's. Other top castings and a choice of director will be made shortly.

BOOK REVIEWS

THE BRITISH SUBMARINE: Commander F. W. Lipscomb, R.N. (A. & C. Black, 25s.)

How very pleasant it is, after the histrionic modesty of some of our submariner writers, to pick up this workmanlike account. The book falls easily into two main sections. Four chapters are devoted to introducing the submarine, her crew and her depot ships. The diagrams here are admirable. The remaining chapters lead the reader from the early days of the Holland type, which is described with cryptic humour as "originally designed without a periscope," to the latest developments, the writer finally permitting himself a little conservative prophecy with just enough bias to provoke again the argument that has gone on for 54 years. Although now and again we cannot see the Fleet for the boats, the final impression is of a thoroughly competent and readable piece of work.

THE ADVENTURES OF JOHN WETHERELL: ed. C. S. Forester. (Michael Joseph, 18s.)

The name of C. S. Forester is one to conjure with among lovers of a good yarn. With this book we are privileged to join Mr. Forester in his workshop. His encyclopedic knowledge of things nautical has been well employed in editing this fascinating diary of John Wetherell, a merchant seaman pressed into the service of His Majesty to fight Napoleon. Wetherell himself appears as a cheerful grumbler, a gossip who knows when to keep a still tongue, a thoroughly likeable fellow. His numerous adventures are worthy of the companions of the great Hornblower, and his complaints regarding the wholesomeness of the victuals lend a convincing authenticity to his accounts. Wetherell becomes a prisoner of war in a French camp, an 11-year-long experience which he describes philosophically and without the bitterness which makes many modern prisoner of war

books so painful to read, and is ultimately liberated in a somewhat remarkable manner. His drawings, of which a number are reproduced, have a vigour heightened by their amateurishness.

THE GOLDEN ADMIRAL: F. van Wyck Mason. (Jarrolds, 12s. 6d.)

Few American writers have succeeded in escaping from the convention, established by such best sellers as *Gone With The Wind* or *Forever Amber*, that a novel based on a historical theme must be long. Mr. Mason moves with the throng, and draws out his tale of Drake and the Spanish Armada to the approved four books. All too often the story drags; and it drags in a peculiar dialect strewn with Elizabethan bad language and New Elizabethan bad grammar. Where the author is really interested—in battles, sieges, bloody engagements, murder, plunder and rape—he displays imaginative power and a gift of convincing characterisation. This is a novel for the convalescent.

WINGS OFF THE SEA: J. E. McDonnell. (Constable, 11s. 6d.)

Having read this novel of the Fleet Air Arm in the Korean War, one realises that that arm of the Royal Navy has so far failed to produce its epic. There are three major characters in the story, unless one includes the young woman who repeats the device used in *The Cruel Sea* of appearing as a brief interlude to war, a task she performs with all the eroticism and none of the saving charm of the earlier character. Of the men, the most likeable and the most detestable die, the former in the air and the latter in his cabin, leaving the central figure to wonder vaguely, like the reader, whether it was worth while.

R.I.C.